The Signalman's Journal

Volume 76, Number 1 *February 1995*

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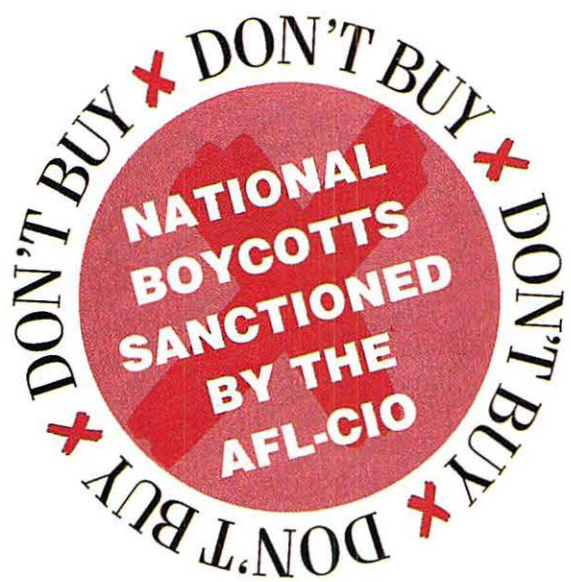

APPAREL & ACCESSORIES

ACME BOOT COMPANY
Western-style boots: Acme, Dan Post, Dingo brands ▶ *Rubber Workers*

DECKERS CORPORATION
Sandals: Deckers, Sensi, and Teva brands ▶ *Machinists*

F.L. THORPE & CO.
"Original Black Hills Gold Jewelry" ▶ *Steelworkers*

HOWE K. SIPES CO.
Athletic apparel (chiefly baseball and softball uniforms, satin and wool jackets). Label: Howe Athletic Apparel ▶ *Electronic Workers*

BUILDING MATERIALS & TOOLS

ACE DRILL CORP.
Wire, jobber & letter drills, routers and steel bars ▶ *Auto Workers*

BROWN & SHARPE MFG. CO.
Measuring, cutting and machine tools and pumps ▶ *Machinists*

LOUISIANA-PACIFIC CORP.
Brand name wood products: L-P Wolmanized, Cedartone, Waferwood, Fibrepine, Oro-Bond, Redex, Sidex, Ketchikan, Pabco, Xonolite ▶ *Carpenters and Woodworkers (IAM)*

ROME CABLE CORP.
Cables used in construction and mining ▶ *Machinists*

SOUTHWIRE CO.
Commercial and industrial wire and cable; Do-it-yourself brand Homewire ▶ *Electrical Workers*

APPLIANCES & FURNITURE

LAKEWOOD ENGINEERING & MFG.
Electric fans and heaters for homes ▶ *Teamsters*

SILO, INC.
Retailers of appliances and electronics ▶ *Teamsters*

TELESCOPE CASUAL FURNITURE CO.
Lawn, patio, other casual furniture. Brand name: Telescope ▶ *Electronic Workers*

FOOD & BEVERAGES

BRUCE CHURCH, INC.
Iceberg lettuce: Red Coach, Friendly, Green Valley Farms, and Lucky labels ▶ *Farm Workers*

CALIFORNIA TABLE GRAPES
Table grapes that do not bear the UFW label on their carton or crate ▶ *Farm Workers*

COOK FAMILY FOODS, LTD.
Hams and ham steaks: Cook's, Blue Bird, Fire Side, Lancaster, Nottingham, Shaws, Sherwood, Super Tru, TV's labels ▶ *Firemen & Oilers*

DIAMOND WALNUT CO.
Diamond brand canned and bagged walnuts and walnut pieces ▶ *Teamsters*

MOHAWK LIQUEUR CORP.
Mohawk label gin, rum, peppermint schnapps, and cordials ▶ *Distillery, Wine & Allied Workers*

PLUMROSE USA INC.
Meat and meat products bearing USDA #6902. Brands include Plumrose, Elcona, Dak, Danola ▶ *Food & Commercial Workers*

TYSON/HOLLY FARMS CHICKEN
Chicken and processed poultry products ▶ *Teamsters*

TRANSPORTATION & TRAVEL

ALITALIA AIRLINES
Air transport for passengers and freight ▶ *Machinists*

BRIDGESTONE/FIRESTONE, INC.
Tires and retail stores. Tire brands include: Bridgestone, Firestone, Dayton, Triumph, Road King, Roadhandler. Stores include: Firestone Tire & Service Centers, Expert Tire, Tire Station, Mark Morris ▶ *Rubber Workers*

DOLPHIN and SWAN HOTELS
Hotels located at, but owned and operated separately from, Disney World in suburban Orlando, Fla. ▶ *Teamsters*

GO-MART GAS
Gasoline sold at Go-Mart convenience stores and truck stops ▶ *Oil, Chemical & Atomic Workers*

KAWASAKI ROLLING STOCK, U.S.A.
Motorcycles ▶ *Transport Workers*

MICHELIN
Michelin brand tires ▶ *Rubber Workers*

PIRELLI ARMSTRONG TIRE CORP.
Tires. Brand names include: Pirelli, Armstrong, Trail Handler ▶ *Rubber Workers*

MISCELLANEOUS

R.J. REYNOLDS TOBACCO CO.
Cigarettes: Camel, Winston, Salem, Doral, Vantage, More, Now, Real, Bright, Century, Sterling, YSL/Ritz; Tobacco: Prince Albert, George Washington, Carter Hall, Apple, Madeira Mixture, Royal Comfort; Little cigars: Winchester ▶ *Bakery, Confectionery & Tobacco Workers*

The Signalman's Journal

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DIRECTORY

NATIONAL HEADQUARTERS:
601 West Golf Road, Box U
Mount Prospect, IL 60056-9048
(708) 439-3732 Fax: (708) 439-3743

W.D. Pickett, President
R. R. Foley, Secretary-Treasurer
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J. P. Finn, Vice President - Grand Lodge
G. A. Gavalla, Director of Research
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T.J. DePaepe, Grand Lodge Representative

W.A. Radziewicz, Vice President—Northeast
D. M. Boston, National Legislative Rep.
400 North Capitol St., N.W., Suite 857
Washington, D.C. 20001 (202) 628-5935

F.E. Mason, Vice President—Southeast
19600 Highway 73, Lake Norman Plaza
Davidson, NC 28036 (704) 892-6053

J.L. Barton, Vice President—Midwest
Box U, Mount Prospect, IL 60056-9048
(708) 439-3732

V. Van Artsdalen, Vice President—West
607 10th Street, Suite 102
Golden, CO 80401 (303) 278-0507

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Danville, KY 40422 (606) 236-4840

G.E. Jones, Secretary
P.O. Box 610
Spanish Fork, UT 84660 (801) 798-8368

W.R. Saar Jr., Member
36 Newport Road
Island Park, NY 11558 (516) 897-2674

OFFICERS EMERITUS:
R.T. Bates, President Emeritus
32 Calle Frambuesa
Green Valley, AZ 85614

W.D. Best, Secretary-Treasurer Emeritus
642F Burgundy Court
Elk Grove Village, IL 60007

C.J. Chamberlain, President Emeritus
740 Saint Andrews Lane #33
Crystal Lake, IL 60014

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Cover: Signalmen S.V. Sloan, D.M. Dremel and A.G. Fognani replace signal cable damaged by falling rocks at SP Intermediate Signal 1080 in Gore Canyon near Kremmling, Colorado.
Photo Submitted By: J.G. Williamson, Local 24

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Letters To The Editor

Dear Editor:

I am the Recording and Financial Secretary for Local 222 on the Central Vermont Railway. I have been a member of the Brotherhood of Railroad Signalmen for 23-1/2 years. I have been a delegate at three of the last four conventions. Here on the Central Vermont we have a total of 10 members with two other members on a railroad over in Maine. Our bank account is in very good shape. Money is not our problem – government is. On December9, 1994, the ICC approved the sale of the Central Vermont Railway, which is owned by the Canadian National, to a "non-railroad" called Railtex. You may not know, but Railtex owns 23 other railroads in three countries – all short lines with no unions. The ICC did this under their Rule 10901 and by a vote of 4 to 0. So as of February 1, 1995, there will no longer be a Central Vermont Railway or a Brotherhood of Railroad Signalmen Local 222.

Just for your information, the CV is 325 miles long. It goes from the Canadian border through Vermont, New Hampshire, Massachusetts and ends at the ocean in New London, Connecticut. We have Amtrak at 59 mph so we keep our track up to par. We had profit sharing last year. Are we a short line? We here on the CV did not think so. Is our track in disrepair? No way! It's union busting. Railtex will fire everyone, 178, and re-hire 95, so they say. Most all of the signalmen are monthly. Our pay is going down to $12.00 per hour for 40 hours. I myself will lose $200 a week if I get back on.

We here in Vermont did put up one hell of a fight. We have been fighting this for over a year, maybe even two years. We had our congressman, two senators, governor, attorney general, mayor, labor lawyer, Ed Garvey, other volunteer lawyers from our state and a lot of citizen help and support. We had a congressional hearing and an ICC hearing here in St. Albans, Vermont – all to no avail. We have 12 unions on the CV that stuck together as one through all of this. The fight now goes to the 7th Circuit Court of Appeals. This is our last hope. No, I'm not crying on your shoulder or asking for money. I'm writing this to tell every union member to unite now before it is too late. This can happen to you. You may hate to pay your union dues. We on the CV have had only one 6-1/2 percent raise since 1984. You may have other things to do on your union meeting night, we on the CV only hope and pray we can hold another meeting. Please get involved with your union now. Do not wait until they try to bust your local up. Support this great organization of the Brotherhood of Railroad Signalmen. Thank you.

Fraternally yours,
Bob Ovitt, Local 222

Dear Editor:

As you are aware, the agreement reached between United Transportation Union and Soo Line Railroad pursuant to the recommendations of PEB-225 was overwhelmingly ratified by the UTU membership. This agreement is to be effective December 16, 1994.

I, along with the officers, general chairpersons and members of UTU on Soo Line, thank you and your membership for the support and assistance you gave during this very difficult ordeal. Without the solidarity exhibited by the non-operating rail unions, CP Rail may have taken their first step toward the dismantling of rail labor in the United States and Canada.

With this agreement, hopefully rail labor has taken the first step which will lead us back to parity with the other Class 1 railroads in the United States and serve as a notice to the railroads that the majority of rail labor will stand united in its effort to obtain a fair and proper settlement for the employees working in this industry.

Fraternally yours,
G. Thomas DuBose
UTU International President

Letters appearing in this column do not necessarily represent official BRS position or policy. Parties wishing to write the Editor should address their letters to:

The Signalman's Journal
Box U
Mt. Prospect, IL 60056

The Signalman's Journal reserves the right to edit letters for clarity, punctuation and length. All letters must be signed; however, names will be withheld from publication upon request.

Change Brings Challenges

PRESIDENT'S COLUMN

It is now clear that 1995 will be a year of major change. This organization is prepared to face the challenges that lay before it. The shift of power that occurred on Capitol Hill was not totally unforeseen. In my October column, I noted the importance of the November 8 elections and pointed out that the elections could result in such a change.

Now, for the first time in four decades, Republicans control both the House and the Senate. Likewise, the climate in Washington has changed – workers' issues no longer enjoy the considerations they previously received.

Workers' Rights Attacked

The political revolution has already spawned repeated attacks on workers' rights. In the rail industry, the new Congress moved swiftly to remove the railroads from the jurisdiction of the Energy and Commerce Committee. That responsibility has been assigned to a Public Works Committee.

Now Congress is moving to fully implement its so-called "Contract with America" – a 10-point plan that actually deals little with the needs of every day working America. Congress, by attempting to adopt a contract that calls for an unexplained balanced budget amendment, cuts in public transportation and a massive capital gains break, indicates a shift of focus from the needs of the working middle class to that of big business.

Transportation Cuts

The new Congress is intent on downsizing or eliminating most government assistance programs. Funding for public transportation is on the cutting block. Congressional leaders are bent on slashing government subsidies and privatizing services.

Before the elections, Amtrak ran nearly $200 million in the red for its fiscal year. Now Congress views Amtrak as a waste. Few of the new lawmakers realize that Amtrak actually provides a clean and efficient mode of transportation that relieves highway congestion; neither do they realize that Amtrak covers 80 percent of its operating cost with fare collections.

Election Further Prompts Amtrak

Before the elections, Amtrak cut 600 management positions; following the elections, Amtrak announced even more cutbacks. The latest cutbacks could result in some 4,600 union jobs being lost, as well as 300 more management positions.

Clearly, many of our new lawmakers are not sensitive to the needs of working Americans. Legislation such as the Striker Replacement bill will have no chance for consideration. The many new members of Congress will merely favor the legislative interests of big business.

We must not stand idly by while employers replace hard-working unionized workers simply because lowering a worker's standard of living produces larger business profits.

We must begin preparing for the 1996 elections now. We have a President that will sign laws protecting the middle class worker. We must elect a Congress that will put such legislation on his desk.

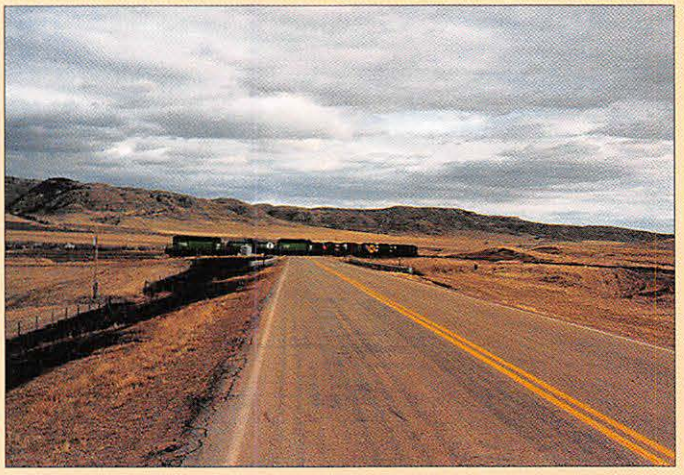
Once again, this organization is prepared to wage that battle. Standing united, we will rise to the challenge just as we have in the past. We look forward to working with each of you as we prepare to meet these challenges both in and outside the legislative arena.

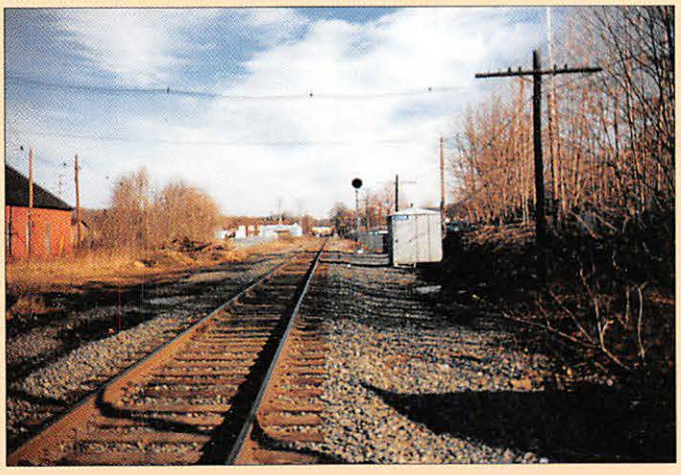
W. Dan Pickett

1995 Photo Contest Entries

*Westbound Burlington Northern freight train at East Hathaway, Montana, Yellowstone Division, Forsyth Subdivision. Photo submitted by **G.T. Urfer**, Local 87.*

*Burlington Northern eastbound helper engines at Dutch, Wyoming, Powder River Division, Big Horn Subdivision. Photo submitted by Local 87 member **G.T. Urfer**.*



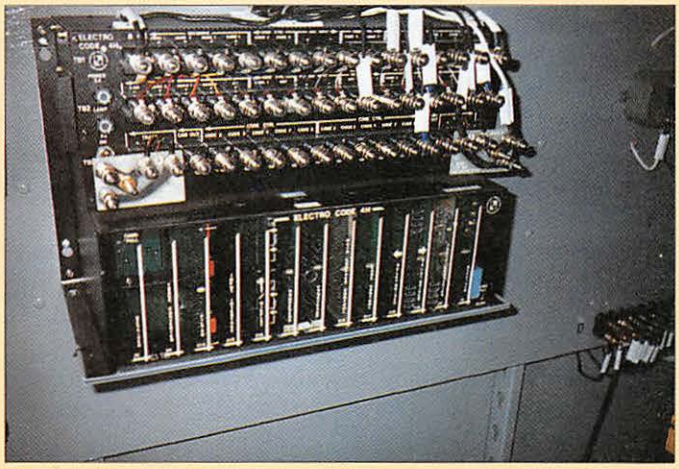


*"Cook", a new NJTRO control point located at Mile Post 56.8 on the Morristown Line. Photo by Local 84 member **G.R. Guenther**.*

Photo Contest Entries

*NKP steam engine #587 makes its way from Frankfort to Lafayette, Indiana. Photo submitted by Local 91 member **W.E. Walker**.*

*Inside New Jersey Transit Rail Operation's new "Cook" control point. Photo submitted by Local 84 member **G.R. Guenther**.*



*Electro Code unit installed by NJTRO signal crew at the "Cook" control point. Photo submitted by **G.R. Guenther**, Local 84.*

SPL Report:

The BRS has made it clear that it will vigorously oppose any proposal which threatens workers' unions, wages, jobs, safety and health and retirement security. The Committee On Transportation and Infrastructure in the U.S. House of Representatives has submitted an "Oversight Plan."

This standing Committee, as part of the 104th Congress, was required to adopt such an oversight plan for this Congressional period.

This Subcommittee's oversight plan gives us clear insight into the railroad related issues this Congress plans address. After reviewing this plan BRS members should ask... is this the kind of changes American rail workers really need?

Railroad Subcommittee will attack these issues:

1. Interstate Commerce Commission

A. Sunset of ICC and disposition of functions. Based on the strong Republican support for eliminating the ICC, the Subcommittee plans to develop legislation to eliminate the ICC as a separate agency. (Spring 1995)

2. Amtrak

A. The Subcommittee plans oversight on the current financial crisis facing Amtrak and on the role detailed statutory requirements in Amtrak's financial problems. (Spring 1995)

3. Overview of Railway Labor Act

A. Under current law, commuter rail operations, owned and operated by state agencies and manned by state employees, subject to the Railway Labor Act. The Subcommittee will look at legislation to change this.

B. Secondary picketing under the Railway Labor Act. The Supreme Court confirmed in a 1987 decision that the Railway Labor Act — unlike all other federal labor laws — does not prohibit secondary boycotts or picketing. The Subcommittee will study legislation to repeal this law.

C. The President's Commission on Reform of Federal Labor Laws ("Dunlop Commission") recently issued a report deferring any recommendations on the Railway Labor Act until early 1996. The Subcommittee will try to address this issue. (Spring 1996)

4. Railroad Unemployment Insurance Modernization

Railroad employees are presently covered by a unique federal system of unemployment and sickness benefits, not the state-federal unemployment compensation system applicable to virtually all other industries. Under the Railroad Unemployment Insurance (RUI) system, benefit levels, waiting periods, and other particulars are set directly by federal statute. A renewed proposal is expected in 1995, and the Subcommittee may wish to conduct a hearing on the current status of the RUI system, and on the proposed legislation. (Fall 1995)

5. Railroad Safety "User Fees":

These fees, assessed against all railroads offset most of the safety-related activities of the Federal Railroad Administration.

The Subcommittee is interested in examining the impact of the fees on small railroads in particular, but also on the railroad industry generally. (Summer 1995)

6. Local Rail Freight Assistance Program and Rail Infrastructure

The LRFA program, originally established in connection with the bankruptcy of major Northeast railroads, provides matching-fund assistance to state and local governments for use in upgrading rail infrastructure. The program authorization expired at the end of FY 1994, but FY 1995 appropriations of $17 million were approved.

The Subcommittee is interested in examining the present operation of the program, as well as other alternatives to renewal of LRFA, in light of current and projected budgetary constraints. The GOP views short-line and regional railroads as the entrepreneurial small business stars of the railroad industry. (Summer 1995)

7. Evaluation of the Federal Employer's Liability Act of 1908 as a Suitable Workers-Compensation Scheme for Railroads

The FELA was the first federal worker-protection statute, enacted in 1908 to provide uniform, fault-based standards for compensation of injured railroad workers. The Subcommittee will seek legislation to put railroad workers under no-fault state worker-compensation laws. (Fall 1995)

8. Oversight of the Railroad Retirement System

Since the 1930s, rail workers have been covered by a separate Railroad Retirement System, which includes both a Social Security twin ("Tier I" benefits) and a federally administered industrywide pension fund ("Tier II" benefits). The Railroad Retirement Board, an independent federal agency, administers both the Railroad Retirement System and Railroad Unemployment Insurance.

The Subcommittee plans to review proposals to combine some or all aspects of Railroad Retirement with Social Security. (Spring 1996)

The Subcommittee will also look at the question of how the financial health of the Railroad Retirement System may be affected by the continuing operation or demise of Amtrak. An important policy issue is whether loss of Amtrak's substantial contributions to the system would threaten the soundness of the system. (Summer 1996)

9. Railroad Safety Oversight

The Subcommittee wants to monitor the rail safety programs administered by the Department of Transportation's Federal Railroad Administration, including effects that may result from the proposed organizational restructuring of the DOT. (Spring 1996)

BRS Senate Rating 1993-1994

The following information outlines how U.S. senators voted on key pieces of labor-oriented legislation during 1993-1994.

1. **Davis Bacon Act**, 69 (right) to 29 (wrong)
2. **Amtrak funding,** 61 (right) to 38 (wrong)
3. **Economic Stimulus/Jobs Bill**, 55 (right) to 43 (wrong)
4. **Budget Reconciliation Bill**, 50 (right) to 49 (wrong)
5. **ICC**, 52 (right) to 39 (wrong)
6. **Transportation Appropriations Bill**, 50 (right) to 49 (wrong)
7. **NAFTA**, 61 (right) to 38 (wrong)
8. **Balanced Budget Amendment**, 63 (wrong) to 37 (right)
9. **Workplace Fairness Act**, S. 55, 53 (right) to 47 (wrong)

KEY: R-Voted Right W-Voted Wrong A-Absent or not voting I-Not eligible member S-Speaker exercised discretion not to vote

	Davis Bacon 1	Amtrak 2	Economic Stimulus/Jobs 3	Budget Reconciliation 4	ICC 5	Transportation Appropriations 6	NAFTA 7	Balanced Budget 8	Workplace Fairness 9	BRS Rating
ALABAMA										
Heflin H (D)	R	W	R	R	A	R	R	W	R	75
Shelby R (D)	R	W	W	W	A	R	R	W	R	50
ALASKA										
Murkowski F (R)	R	W	W	W	W	R	W	W	W	22
Stevens T (R)	R	W	W	W	W	R	R	R	W	44
ARIZONA										
DeConcini D (D)	R	R	R	W	R	R	W	W	R	67
McCain J (R)	W	W	W	W	W	W	W	W	W	0
ARKANSAS										
Bumpers D (D)	R	R	R	R	R	W	W	R	W	67
Pryor D (D)	R	R	R	R	R	W	W	R	W	67
CALIFORNIA										
Boxer B (D)	R	R	R	R	R	R	R	R	R	100
Feinstein D (D)	R	R	R	R	R	R	R	W	R	89
COLORADO										
Brown H (R)	W	W	W	W	W	W	W	W	W	0
Campbell B (D)	R	R	R	R	W	W	R	W	R	67
CONNECTICUT										
Dodd C (D)	R	R	R	R	R	R	W	R	R	89
Lieberman J (D)	R	R	R	R	R	R	W	R	R	89
DELAWARE										
Biden J (D)	R	R	R	R	A	R	W	R	R	88
Roth W (R)	W	R	W	W	W	W	W	W	W	11
FLORIDA										
Graham B (D)	R	R	R	R	R	R	W	W	R	78
Mack C (R)	W	W	W	W	W	W	W	W	W	0
GEORGIA										
Coverdell P (R)	W	W	W	W	W	W	W	W	W	0
Nunn S (D)	R	R	R	W	A	W	W	W	W	38
HAWAII										
Akaka D (D)	R	R	R	R	R	R	R	R	R	100
Inouye D (D)	A	R	R	R	R	R	R	R	R	100
IDAHO										
Craig L (R)	W	W	W	W	W	W	R	W	W	11
Kempthorne D (R)	W	W	W	W	W	W	R	W	W	11
ILLINOIS										
Mosely-Braun C (D)	R	R	R	R	R	W	W	W	R	67
Simon P (D)	R	R	R	R	R	W	W	W	R	67
INDIANA										
Coats D (R)	R	R	W	W	W	W	W	W	W	22
Lugar R (R)	W	R	W	W	R	W	W	W	W	22
IOWA										
Grassley C (R)	W	W	W	W	W	W	W	W	W	0
Harkin T (D)	R	R	R	R	R	W	W	R	R	78
KANSAS										
Dole B (R)	W	W	W	W	W	W	W	W	W	0
Kassebaum N (R)	W	R	W	W	W	W	W	R	W	22
KENTUCKY										
Ford W (D)	R	R	R	R	R	R	R	W	R	89
McConnell M (R)	W	W	W	W	A	A	W	W	W	0
LOUISIANA										
Breaux J (D)	R	R	R	R	R	R	W	W	R	78
Johnston J (D)	R	R	R	W	R	R	W	R	R	78
MAINE										
Cohen W (R)	W	R	W	W	R	R	R	W	W	44
Mitchell G (D)	R	R	R	R	R	R	W	R	R	89
MARYLAND										
Mikulski B (D)	R	R	R	R	R	R	R	R	R	100
Sarbanes P (D)	R	R	R	R	R	R	R	R	R	100
MASSACHUSETTS										
Kennedy E (D)	R	R	R	R	R	R	W	R	R	89
Kerry J (D)	R	R	R	R	R	R	W	R	R	89

(Cont. on next page)

	Davis Bacon	Amtrak	Economic Stimulus/Jobs	Budget Reconciliation	ICC	Transportation Appropriations	NAFTA	Balanced Budget	Workplace Fairness	
	1	2	3	4	5	6	7	8	9	BRS Rating
MICHIGAN										
Levin C (D)	R	R	R	R	R	R	R	R	R	100
Riegle D (D)	R	R	R	R	R	R	R	R	R	100
MINNESOTA										
Durenberger D (R)	R	W	W	W	A	W	W	W	W	13
Wellstone P (D)	R	R	R	R	R	W	R	R	R	89
MISSISSIPPI										
Cochran T (R)	W	W	W	W	W	R	W	W	W	11
Lott T (R)	W	W	W	W	W	R	W	W	W	11
MISSOURI										
Bond C (R)	W	A	W	W	A	W	W	W	W	0
Danforth J (R)	R	W	W	W	W	W	W	W	W	11
MONTANA										
Baucus M (D)	R	R	R	R	R	W	W	R	R	78
Burns C (R)	W	W	W	W	W	W	R	W	W	11
NEBRASKA										
Exon J (D)	R	R	R	R	R	W	R	W	R	78
Kerrey B (D)	R	R	R	R	R	W	W	R	R	78
NEVADA										
Bryan R (D)	R	R	R	W	R	R	R	W	R	78
Reid H (D)	R	R	R	R	W	R	R	R	R	89
NEW HAMPSHIRE										
Gregg J (R)	W	W	A	W	W	W	W	W	W	0
Smith R (R)	W	W	W	W	W	W	R	W	W	11
NEW JERSEY										
Bradley B (D)	R	R	R	R	A	R	W	R	R	88
Lautenberg F (D)	R	R	R	W	R	R	R	R	R	89
NEW MEXICO										
Bingaman J (D)	R	R	R	R	W	R	W	W	R	67
Domenici P (R)	R	W	W	W	W	W	W	W	W	11
NEW YORK										
D'Amato A (R)	R	W	W	W	W	R	R	W	R	44
Moynihan D (D)	R	R	R	R	W	R	R	R	R	89
NORTH CAROLINA										
Faircloth L (R)	W	W	W	W	W	W	R	W	W	11
Helms J (R)	A	W	W	W	W	W	R	W	W	13
NORTH DAKOTA										
Conrad K (D)	R	R	R	R	R	W	R	R	R	89
Dorgan B (D)	R	R	R	R	R	W	A	W	R	75
OHIO										
Glenn J (D)	R	R	R	R	R	W	R	R	R	89
Metzenbaum H (D)	R	R	R	R	R	R	R	R	R	100
OKLAHOMA										
Boren D (D)	R	W	R	R	R	W	W	W	W	44
Nickles D (R)	W	W	W	W	W	W	W	W	W	0
OREGON										
Hatfield M (R)	R	W	W	W	R	R	W	R	R	56
Packwood B (R)	R	W	W	W	R	R	W	W	W	33
PENNSYLVANIA										
Specter A (R)	R	R	W	A	R	R	W	W	R	63
Wofford H (D)	R	R	R	R	A	R	R	W	R	88
RHODE ISLAND										
Chafee J (R)	R	R	W	W	W	W	W	W	W	22
Pell C (D)	R	R	R	R	R	R	W	R	R	89
SOUTH CAROLINA										
Hollings E (D)	R	R	R	R	R	R	R	W	W	78
Thurmond S (R)	W	W	W	W	W	W	R	W	W	11
SOUTH DAKOTA										
Daschle T (D)	R	R	R	R	R	R	W	W	R	78
Pressler L (R)	W	W	W	W	R	W	W	W	W	11
TENNESSEE										
Mathews H (D)	R	R	R	R	R	W	W	R	W	67
Sasser J (D)	R	R	R	R	R	R	R	W	R	89
TEXAS										
Gramm P (R)	W	W	W	W	W	W	W	W	W	0
Hutchison K (R)	I	I	I	W	W	W	W	W	W	0
Krueger B (D)	R	R	A	I	I	I	I	I	I	100
UTAH										
Bennett R (R)	W	W	W	W	W	W	W	W	W	0
Hatch O (R)	W	W	W	W	W	W	W	W	W	0
VERMONT										
Jeffords J (R)	R	W	W	W	W	W	W	W	W	11
Leahy P (D)	R	R	R	R	R	R	W	R	R	89
VIRGINIA										
Robb C (D)	R	R	R	R	R	R	W	W	R	78
Warner J (R)	W	W	W	W	W	W	W	W	W	0
WASHINGTON										
Gorton S (R)	R	W	W	W	R	R	W	W	W	33
Murray P (D)	R	R	R	A	R	R	W	R	R	88
WEST VIRGINIA										
Byrd R (D)	R	R	R	R	R	R	R	R	R	100
Rockefeller J (D)	R	R	R	R	R	R	R	R	R	100
WISCONSIN										
Feingold R (D)	R	R	R	R	W	R	R	R	R	89
Kohl H (D)	R	R	R	R	R	W	R	W	R	78
WYOMING										
Simpson A (R)	W	W	W	W	W	W	W	W	W	0
Wallop M (R)	W	W	W	W	W	R	W	W	W	11

Cutover Largest Ever In United States

Signalmen Accomplish Penn Station Signal Cutover 18 Hours Ahead Of Schedule

Editors note: Story provided by Bernie Pattay and Deborah A.F. Koehle of Amtrak Ties. Photos provided by Sunil Hali.

They said it couldn't be done, but BRS members working on Amtrak and Long Island Rail Road proved them wrong. Over the weekend of Sept. 30, 1994, Amtrak, working with Long Island Rail Road (LIRR), completed the largest and most complicated one-time signal cutover ever to be accomplished in the United States. And the job, which was scheduled to take 50 hours, was completed by Signal department forces 18 hours ahead of schedule.

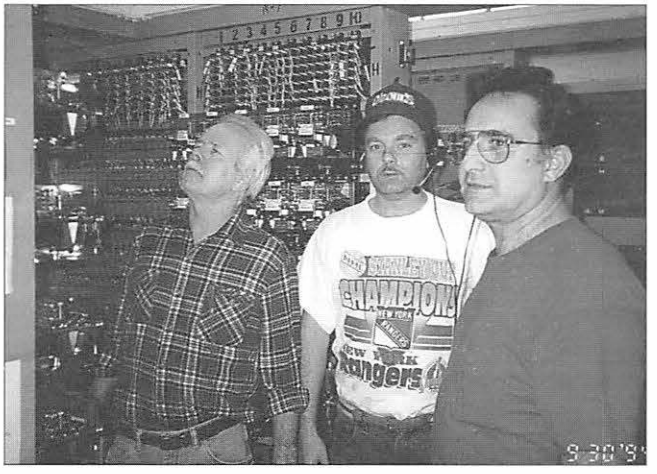
The work took place at Penn Station, New York, when the interlocking plant, with its four separate towers, was converted to a centralized control system. The amount of construction work involved in preparation for the cutover was nothing short of phenomenal.

Penn Station is the busiest railroad station in the United States. It serves three major railroads--Amtrak, the LIRR and New Jersey Transit. More than 600,000 passengers arrive at or depart from the station every day--more than the combined daily total of patrons at New York City's three major airports.

To serve this vast number of travelers, more than 1,000 trains a day pass through Penn Station's 21 tracks and seven tunnels. Safely operating trains at Penn Station is a complex operation. Yet, parts of the nerve system responsible for smooth operations--the signal circuitry, relays and control towers--were installed more than 80 years ago.

In the mid 1980s, the task of coordinating train movements at Penn Station, with its antiquated signal equipment and four separate towers, became nearly unmanageable. The late Graham Claytor, then president of Amtrak, and Dan Scannell of the Metropolitan Transportation Authority, the LIRR's parent agency, took on the task of hammering out plans for a coordinated effort between the two railroads to modernize the system. When the work is complete, train movements in Penn Station will be controlled by Centralized Electronic Train Control (CETC).

In 1988, Claytor and Scannell agreed to fund the $110 million project equally between Amtrak and LIRR. The project became known as the Amtrak/LIRR



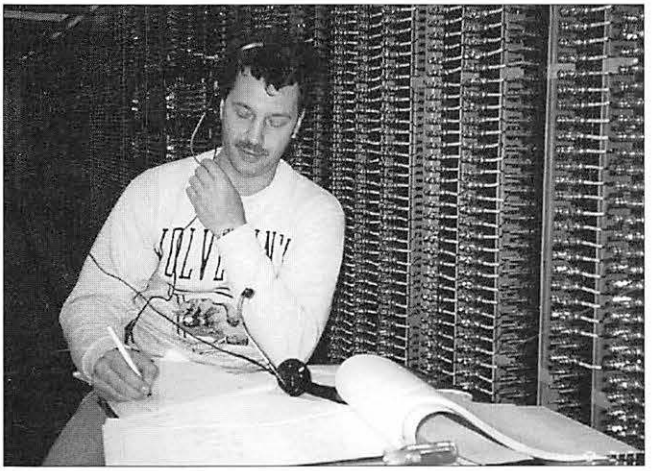
l-r, T.J. Soden, J.D. Prysakowski and J. Manzolillo verify relay positions during the cutover. They are members of BRS Local 102.

Penn Station Central Control Joint Venture. Work on the project began in January 1989 with a 10-person signal gang. Throughout the project, 55 Amtrak and LIRR employees were dedicated to the joint venture. While BRS members bid on and off of jobs, during the time they were on a joint venture position, that was the only project they worked.

"This was different than how we've done it in the past," said Bernie Pattay, Amtrak's project manager. "Usually, you're working on a project, but, if other work comes up, you have to fit that in as well. In this project, employees worked only on the joint venture."

In place of the four control towers, a new six-story facility, called the Claytor-Scannell Control Center, was constructed. Located one block west of Penn Station, the facility is connected to the station by an underground tunnel. The heart of the computerized signal system is an operations center named in memory of Amtrak's first Joint Venture Steering Committee co-chairman, Christopher Wahmann. The operations center occupies the second and third floors of the building.

Rather than wait for CETC to be fully operational, and to make better use of new field equipment installed over the past four and one-half years, a decision was made to activate the alternate control panel (ACP). The ACP functions when the center is in full computer-assisted dispatching mode and serves as a back-up method of maintaining train operations during computer



Test Maintainer T.P. Bilodeaux checks off circuits as they are tested by field personnel. Tom is a member of Local 102.

software revision, maintenance, and planned and unplanned downtime. The decision to activate the ACP was a factor in scheduling the signal cutover at the end of September.

The planning for the project began with the on-site design of all signal circuitry (in excess of 600 plan sheets) by Amtrak, LIRR and contract designers.

"It is unbelievable how designers of such varied backgrounds came together to complete the work with such accuracy and detail. Only one relatively minor plan revision was required throughout the cutover," said Pattay.

Circuitry located in the central relay room, which is in the basement of the Claytor-Scannell Control Center, contains 3,912 vital relays and 3,500 non-vital relays. A vital relay directly affects the signal system by controlling signals, switches, movable bridges and tracks. Non-vital relays provide information to operators by communicating information about what field equipment is doing. For example, when a switch position controlled by a vital relay is changed, the non-vital relays indicate the change to the operator.

The central relay room, which contains over one million feet of wire, was constructed by BRS members working under the watchful eye of Benny Reed, Amtrak signal supervisor.

"There was a lot of ego involved in the job," Reed said. "There was so much skepticism and so many people saying it couldn't be done. So, we felt we had to prove ourselves."

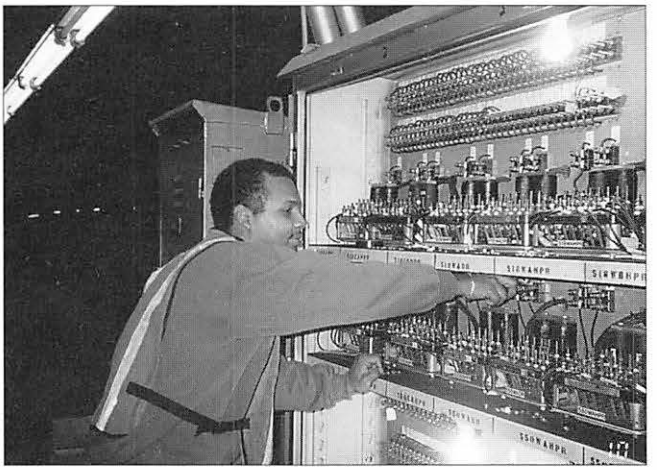
"I'm proud of the quality work our people did and I know it could pass anyone's inspection," said Ken Superak, Manager, Construction/Signals. "In fact, on Oct. 6, 1994, the Federal Railroad Administration (FRA) conducted an inspection and listed 'no exceptions' on their report."

Field work in the Penn Station complex included placement and wiring for six major cable distribution houses. These houses provide connections for cables between the central relay room and the 40 nearby signal cases that contain track circuit equipment and signal control relays. B.J. Kearns, Supervisor, Signals, noted that his predecessors had to endure hardship during the earlier phases of the project.

"They installed 800,000 feet of cable, sometimes working in filthy, damp, dark underground passageways and in hand-dug trenches. Some of these trenches were only inches away from 750-volt third-rail power," Kearns said.

The initial field layout of the work done by Tim Phelps and John Karp (who now work at the System Signal Office and Metropolitan Division respectively) was instrumental in his ability to plan the cutover, Superak acknowledged.

In planning the cutover, Superak formed a cutover development team consisting of specialists from the project staff and from other Amtrak signal offices. The team split into task teams. Each task team leader relied on the others to openly question plans, find holes and suggest alternatives. Preliminary approaches were presented to BRS members for their input and suggestions. Union leadership was involved in the planning.



Signal Foreman E. Jacobs works in the field energizing circuits at the JO interlocker.

Superak set up four distinct, simultaneous cutovers covering each of the four old control tower territories. Each tower territory had a cutover captain with responsibilities cascading to a multitude of field locations. Tests were called out to the field by each captain. Tests were executed and results verified by field forces.

Staffing for the project was a major issue. Constraints, such as qualifications on signals and physical

(Cont. on next page)

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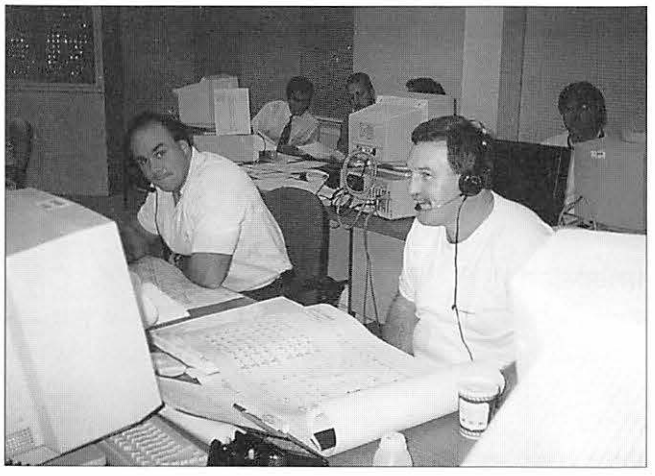
characteristics of the station, hours of service rules and the need to keep other areas of the division fully protected with normal weekend coverage, had to be considered. It was necessary to call on the Mid-Atlantic Division for 25 signal employees to augment 37 project



Local 102 members W.F. Foreman and J.B. Schmalz, two of eight cutover supervisors, call the test to the field.

and 114 Metropolitan Division Signal employees.

Pre-testing of the signal circuits in compliance with Amtrak and FRA requirements was a key factor in the success of the cutover. The task team leader for development of both the pre-testing and final testing program was Mike Rose, Assistant Division Engineer, Mid-Atlantic Division. Working with project personnel, Rose's team developed and formatted 1,352 individual test sheets for the 193 signals, 103 switches and 407 individual routes involved in the cutover.

Transportation officials familiar with past signal cutovers were amazed at how quiet the cutover command center was throughout the weekend. Pattay credited Ray Purr, Manager, Construction/Communications, for his work as communications task team leader. In that role, Purr developed a complex network of over 75 interconnected talk boxes. When used with self-powered headsets, these talk boxes allowed cutover personnel to conduct testing without talking over train operations personnel.

Al Fazio, Division Engineer, provided the project with standby station electricians, electric traction employees, substation electricians, machinists and track crews all prepared to address any situation that would impede the progress of the cutover. On the signal side, there was round-the-clock coverage by the design staff as well as two special signal teams per shift available to address any signal malfunction uncovered during testing. This would allow the test crew(s) to continue testing, while signal problems were addressed.

One of the many goals of the joint venture was to provide a way for Amtrak and LIRR to work together in the best interest of their customers. Because this philosophy had been in practice since the joint venture began, when the cutover took place, employees from the LIRR, working with Deputy Project Manager Ken Lettow, were ready to help.

During the cutover, John Hyland of LIRR was responsible for logistics. This meant keeping track of 165 signal and project support personnel day and night. He was also in charge of seeing that everyone was fed. Over 1,970 meals were delivered to employees working in the field and 1,150 meals were served during off-duty hours.

Sunil Hali, also of LIRR, was responsible for producing progress reports every five hours. These reports allowed everyone to know how the cutover was

M. Manning and D. Weidman operate the control machine to establish the routes for testing.

progressing.

Completing the cutover 18 hours ahead of schedule gave Customer Service employees time to become familiar with the new control panel, computerized telephone/radio equipment, computerized train-timing equipment (designed and installed by LIRR) and the overall new working environment.

Dunlop Commission Report:

Labor-Management Should Address Railway Labor Act, Not Congress

The Commission on the Future of Worker-Management Relations, informally named the Dunlop Commission for its chairman, former Labor Secretary John Dunlop, has recommended that Congress leave the Railway Labor Act (RLA) alone. In a report issued January 9, the Commission said railroad management and employees, not Congress, should decide how to make the law governing management-labor relations more efficient.

Parties Agree On Law

The federal panel, which examined employer-employee relationships, found that the railroads and employees agreed when it came to the issue of the RLA. Labor and management both urged the Commission to recommend no changes in the 1926 act. The panel concurred with the requests saying, "The parties have convinced the Commission that it should issue no specific recommendations for legislative change at this time."

Recommendation Adopted

The Commission also adopted a joint management-labor recommendation that the two sides work between themselves to find ways of improving the RLA's collective-bargaining process. The Commission report urged management and labor to hold a series of conferences to streamline procedures for resolving disputes. The two parties were also urged to address procedures to end collective-bargaining impasses.

Target Date Set

The Commission said that by March31, 1996 a management-labor committee should make recommendations to the National Mediation Board regarding improvements to the collective-bargaining process. The recommendations should also address settlement of major and minor disputes. Such recommendations could call for changes in the law or regulations or policy changes by both labor and management.

Mediator Recommended

The Commission recommended that an experienced mediator chair the conferences, acting as a liaison between the conferees, the National Mediation Board and the labor secretary.

The Railway Labor Act was criticized in 1991 and 1992 when nationwide work stoppages hampered railroad operations. In each instance, Congressional action was required to force the railroads back into operation.

RLA Unique

"Unlike the National Labor Relations Act, which was enacted through substantial labor-management and political conflict, the 1926 Railway Labor Act was made law with the full agreement of railroad labor and management," the Commission stated. "These parties regard the Railway Labor Act as their creation, achieved through a bipartite process, and they are justly proud of their role in the enactment of the statute. They wish to preserve and improve the processes under the act through joint discussion and negotiations, rather than to have solutions imposed upon them by third parties."

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FRA Establishes Advisory Committee For Regulatory Negotiation Session

Task Force Uncovers Vital Safety Statistics

The first meeting of an advisory committee formed to make recommendations concerning the safety of our nation's railroad employees while performing work on or around trains and moving equipment was held in Washington, D.C. on January 23-25, 1995. Prior to the establishment of the advisory committee, the BRS, Brotherhood of Maintenance of Way Employes (BMWE), and Association of American Railroads (AAR) formed an On-Track Safety Task Force to collect data and study the hazards associated with working adjacent to moving trains and on-track railroad equipment. Using FRA and railroad data, the Task Force uncovered some vital statistics. All BRS members should keep the following in mind when preforming work on or about the railroad.

The task force study determined that:

- **69 percent of fatal incidents involving signalmen occurred during the months of November, December and January.**
- **84 percent of the fatalities occurred due to roadway workers being struck by trains.**
- **54 percent of roadway worker fatalities occurred in Centralized Traffic Control (CTC) territory.**
- **29 percent of the fatalities occurred in Direct Traffic Control (DTC) territory.**
- **5 percent of the fatalities occurred in Automatic Block Signal (ABS) territory.**
- **16 percent of fatal incidents were the result of on-track equipment striking roadway workers or other on-track equipment.**
- **In 96 percent of the roadway worker fatalities there was no other employee acting as a watchman.**
- **65 percent of all fatally injured roadway workers had attended rules training within the previous 12 months.**
- **26 percent of the fatalities involved employees working in a supervisory capacity.**
- **37 percent of the injury incidents were the result of on-track equipment striking roadway workers or other on-track equipment.**
- **35 percent of non-fatal incidents occurred on Thursdays.**
- **50 percent of non-fatal incidents occurred between 7:30 a.m. and 10:30 a.m.**

"The Task Force data has verified what we suspected," said President W.D. Pickett. "We are confident this information and joint rulemaking process will help make our nation's railroads a safer place to work."

The Federal Railroad Administration (FRA) originally issued an Advance Notice of Proposed Rulemaking (ANPRM) on November16, 1992 to begin the proceeding to amend the Federal Track Safety Standards. FRA conducted a series of workshops devoted specifically to employee safety and addressed the hazards associated with working adjacent to moving trains and equipment. It was determined that for the purposes of any proceeding, the term "roadway worker" would be used rather than "maintenance of way employee" to describe the group of employees at risk. This term encompasses all employees of a railroad or a contractor who construct, maintain, inspect or repair railroad tracks, structures, signal and train control systems, communication systems, utility systems, or any other fixed property of a railroad while close or potentially close to tracks on which trains or equipment can be operated.

On June3, 1994, FRA Administrator Jolene M. Molitoris convened a meeting with all affected industry representatives to discuss what actions the industry and the agency should take to prevent injuries and fatalities among roadway workers. FRA determined that the agency should initiate a negotiated rulemaking to develop new standards to protect roadway workers.

On August17, 1994, FRA published a notice of intent to establish an advisory committee for regulatory negotiation to develop a report including a recommended proposal and final rule concerning protection for roadway workers (59 FR 42200).

The objective of the negotiation, in FRA's view, was for the committee to produce a report recommending a course of action for FRA to follow that will prevent roadway worker injuries and fatalities. The FRA will proceed on its own if the committee cannot reach consensus on a course of action. The FRA must review the committee's recommendations for enforceability and effectiveness. If the agency determines that the report contains recommendations which are unenforceable, contrary to existing law, or completely ineffective, FRA must abandon or amend the recommendations.

Identification Tags Installed By Railroads

The nation's railroads say they successfully met a January 1 deadline by placing tags on 1.2 million cars, 22,000 locomotives, and 8,000 end of train devices.

Almost all active railroad fleets were tagged with new radio frequency identification tags. The railroads indicated the tagging cost between $78 and $115 per car.

The railroads also installed 1,200 new wayside radio frequency tag readers. The use of the radio frequency tags should allow railroads to eliminate direct visual and remote video camera identification of cars while increasing the timeliness and accuracy of car reporting.

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BRS CALENDAR

March 17 - Hazardous Materials Training, 8:30 a.m. to 5:00 p.m., Comfort Hotel-Airport, 2411 Winchester Road, Memphis, Tennessee.

March 20 - Hazardous Materials Training, 8:30 a.m. to 5:00 p.m., Holiday Inn-World's Fair, 525 Henley Street, Knoxville, Tennessee.

March 25 - A BRS Regional Meeting will be held at the Radisson Hotel, 500 Leisure Road North, in Sacramento, California.

Representatives from the Railroad Retirement Board, Travelers and Provident will be in attendance to provide information and answer questions.

The meeting is open to all BRS members in the area and is scheduled to begin at 1:00 p.m. There will be a social hour at 6:00 p.m., dinner will be served at 7:00 p.m.

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Please advise us of any changes. If you move or if the mailing label on this issue of The Signalman's Journal fails to reflect a current address or receiving party, please fill out this form, tape or paste the mailing label in the space provided and mail the form to:

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Amtrak Announces 5,500 Jobs Cuts, Plans To Sidetrack Service

Amtrak, officially called the National Railroad Passenger Corp., reportedly aims to cut a $200 million budget shortfall and sidetrack the new Congress's plan to eliminate its federal subsidy.

Operational Restructure

In anticipating a possible reduction or elimination of Federal subsidies, Amtrak said an economic analysis found that only one route - a limited-service run from Oakland, California to Reno, Nevada - produces a profit. As a result, Amtrak plans to restructure its operations by cutting 21% of its passenger train service and 5,500 or more of its 25,000 workers.

Amtrak said the cutbacks could eliminate 4,600 (24%) union positions and 900 (36%) management positions. Some 600 non-union positions have already been cut. The total job cuts could rise to as many as 6,000, or about a quarter of Amtrak's total work force.

Service Cutbacks

The service cutbacks, scheduled to take place this month, are expected to reduce Amtrak's operating costs by $430 million a year while trimming passenger revenue by some $66 million.

Amtrak is trying to cut frequency of trains rather than eliminating routes entirely; by doing so, Amtrak is attempting to protect established passenger revenue. However, some Amtrak routes are scheduled to be eliminated entirely beginning in April. Those routes include St. Louis to Kansas City and Philadelphia to Harrisburg. Amtrak hopes the restructuring will balance its budget by the end of this fiscal year.

Amtrak said additional reductions are scheduled for June and October. However, route elimination will not occur until April 1 because a mandatory 90-day notice-of-discontinuation period must first elapse.

Cost-Cutting Measures

The cutbacks will allow Amtrak to retire most of the older passenger car fleet. Amtrak hopes eliminating the older fleet will improve its on-time performance and lower its operating costs.

Amtrak owns most of its tracks in the Northeast Corridor of the United States, but outside that corridor, most of its trains run on tracks owned by private freight railroads.

GOP Plans To Cut Funding

Amtrak's financial problems are occurring at a time when a newly elected Congress is likely to cut Amtrak's subsidy, and some Republicans even favor eliminating it entirely. The changes were primarily announced because the new Republican-controlled Congress plans to cut off funding unless the passenger railroad can show it has the ability to solve its own financial problems.

Possible Alternate Funding

Amtrak will work with affected states to discuss alternate funding that could allow some service to continue. State and local transportation officials have expressed mixed reactions. California, which already contributes to an Amtrak route between San Jose and Sacramento, said it's willing to discuss funding to keep some Amtrak service. Discontinuing service between San Francisco Bay and Sacramento would result in increased congestion on the already clogged California highway system.

On the other hand, Wisconsin officials are frowning on Amtrak's plans to cut service by 80% in that state, while service in the busy Northeast Corridor between Boston and Washington faces almost no cutbacks in service.

Financial Problems

Amtrak's financial problems exist primarily due to increased competition from short-haul discount commuter airlines, the high cost of operating an older passenger car fleet and a recent string of Amtrak crashes.

Amtrak will receive federal operating subsidies of $392 million and $430 million in various capital outlays in the current fiscal year. In addition, Amtrak will receive $150 million for mandatory payments to the railroad-retirement fund.

BRS Master National Agreement Revisions Issued

Updates Reflect Recent Changes

The Master National Agreement Book of the Brotherhood of Railroad Signalmen was recently revised (Green Book). The book contains agreements that have been negotiated on a national basis. A revision package was distributed to members possessing a Master National Agreement Book as reflected by BRS records. The revisions included changes effective after the signing of the June 4, 1991 National Agreement, the Joint Skill Adjustment Study Committee Arbitration Agreement dated November 24, 1992 and the Advanced Training Agreement dated July 1, 1994. Replacement pages were updated to reflect those changes. The new Master National Agreement Book supersedes the previous 1987 revisions.

When members receive their Master National Agreement Book revisions, they should take the time to add or replace pages in their existing book with those contained in the revision package.

BRS members who have a Master National Agreement Book but did not receive a revision package, should write directly to Grand Lodge. As always, be sure to include name, certificate number, local lodge number and current home address.

Whenever a Master National Agreement Book is transferred from member to member or office to office, please advise Grand Lodge so the records can reflect the updated location of the book for the purpose of issuing any future revisions.

Any BRS member wishing to purchase a Master National Agreement Book may do so by using the order form on Page 38.

Financial Assistance Available For Daughters Of Deceased Railway Employees

Daughters of deceased railroad workers may be eligible to receive special financial assistance through a program set up by the John Edgar Thomson Foundation. The foundation was established in 1882 and is endowed by the will of Thomson, who was the third president of the Pennsylvania Railroad.

In order to qualify for an award, the parent must have been an active employee of any U.S. railroad at the time of death. The cause of death need not be work-related. The monthly allowance made under the grant may cover the period from infancy to age 18, or to age 22 if the grantee is pursuing a higher education. The foundation also offers special health care benefits, as well as tuition aid to those attending college.

The John Edgar Thomson Foundation is an independent organization and neither receives funding from any railroad nor solicits funds from other sources. If you or someone you know is interested in this program, please contact:

Sheila Cohen, Director
The John Edgar Thomson Foundation
201 South 18th Street, Suite 318
Philadelphia, PA 19103
215-545-6083

Signal Retirees Reunite In Ponca City

Santa Fe Railroad Signal Department retirees from the old "Oklahoma Division" met for their first luncheon, scheduled to be an annual event, at a restaurant in Ponca City, Oklahoma. The retirees all worked on the old Oklahoma Division, which ran from Arkansas City to Purcell. The Division was eliminated during a Santa Fe reorganization back in 1965. The group plans to meet again some time this year.

Attending this first ever reunion were: (l-r) Rocky Roberts, Leon Pulliam, Don Lockwood, Bill Hudson, Pete Hirsch, Joe Wallace, Chuck Smith, John Steadman, Jim Greer, Jim Dexter, Edna Tanner, G.A. Franklin, Jack Collins, Glenn Settee, Jim Stull.

Arbitrator Gives BN Right To Ban Finger Rings

Burlington Northern informed train crew members last month that it would step up enforcement of its finger ring ban with the start of the new year. BN made the announcement after an arbitrator ruled the railroad has the right to stop crew members from wearing such rings.

BN cited the dangers of rings catching on screws or bolts as the reason for banning the wearing of rings by crews in the early part of 1994. The Brotherhood of Locomotive Engineers objected, arguing that no BN engineer had ever sustained a hand injury as a result of a ring, and that BN unilaterally imposed the ban in violation of the Railway Labor Act. The two sides agreed to submit the matter to binding and expedited arbitration.

A neutral arbitrator then found that even though the chances of an engineer being injured because of a ring were slight, a genuine risk did exist and the potential severity of such an injury was profound. The arbitrator ruled that BN did not have to wait for an injury to occur before addressing the safety issue. He further noted that two other railroads, Norfolk Southern and CSX Transportation, had already imposed such ring bans.

The arbitrator further ruled that BN's ring policy did not violate the contract between the railroad and the union. However, he stated that only a judicial body could address the question of whether the policy or its adoption violated the Railway Labor Act.

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BRS Local 72 Meets In Sedalia, Missouri

BRS Local Lodge 72 had a good turnout for its regular meeting held July 30, 1994 in Sedalia, Missouri.

The main topic of discussion was the Organization's Forty-Sixth Regular Convention that was held in Las Vegas, Nevada July 18-22, 1994.

The members present received a thorough activities report from General Chairman E.J. (Joe) Anousakes. They also received Convention reports from their elected Local delegates and had an in-depth discussion on contracting.

Finally, the members present conducted Local business and took action on many Local matters.

Members and officers present during the meeting of Local 72 were: J.W. Williams, A.R. Padilla, M.F. Branz, T.L. Smith, R.C. Messenger, H.B. Hughes. J.L. Vasquez, D.D. Edwards, D.C. Whinery, L.E. Hill, S.W. Young, J.D. Homan, P.P. Atwood, E.J. Anousakes, B.J. Ives, S. Thurmond, D.D. Dalgarn, G.T. Stone, T.K. Gleason, H.T. Cooke, R.R. Sweeton, D.W. Barbee, M.L. Gleason, M.Q. Ives and C.S. Turk.

Thousands Helped By Family Medical Leave Act

The U.S. Labor Department reported processing some 1,700 complaints filed under the Family Medical Leave Act. As a result, 178 employees were granted leave time and another 232 had their jobs restored.

"We will continue vigorous enforcement efforts," said Bernard E. Anderson, Assistant Secretary of Labor for Employment Standards.

The labor-backed legislation allows eligible workers up to 12 weeks of unpaid, job-protected leave for specified family-related reasons.

Railroad Retirement INFORMATION

Federal Income Tax and Railroad Retirement Benefits

The following questions and answers describe the benefit information statements issued by the Railroad Retirement Board each January for Federal income tax purposes, and reflect a 1993 tax law change in the amount of certain benefits subject to Federal income tax. Railroad Retirement Board beneficiaries needing information about these statements, or tax withholding from their benefits, should contact the nearest office of the Railroad Retirement Board. For further Federal income tax information, railroad retirement beneficiaries should contact the nearest office of the Internal Revenue Service.

1. How are the annuities paid under the Railroad Retirement Act treated under the Federal income tax laws?

In most cases, part of the railroad retirement annuity is treated like a social security benefit for income tax purposes, while other parts of the annuity are treated like private and public service pensions for tax purposes. Consequently, most annuitants are sent two benefit information statements from the Railroad Retirement Board each January, even though they receive only a single annuity payment each month.

2. Which railroad retirement benefits are treated as social security benefits for Federal income tax purposes?

The part of a railroad retirement annuity equivalent to a social security benefit based on comparable earnings is treated for Federal income tax purposes the same way as a social security benefit. The amount of these benefits that may be subject to Federal income tax, if any, depends on the beneficiary's income.

If adjusted gross income plus non-taxable interest income and half of the social security equivalent benefit payments exceed:

- $25,000 for an individual, $32,000 for a married couple filing jointly, and zero for a married individual who files separately but lives with his or her spouse any part of the new year, up to 50 percent of these railroad retirement benefit payments may be considered taxable income;
- $34,000 for an individual, $44,000 for a married couple filing jointly, and zero for a married individual who files separately but lives with his or her spouse any part of the year, up to 85 percent of these benefits may be taxable.

3. Which railroad retirement benefits are treated like private and public service pensions for Federal income tax purposes?

Railroad retirement annuity payments exceeding social security equivalent payments, plus any vested dual benefits and supplemental annuities, are all treated like private and public service pensions for Federal income tax purposes. In some cases, primarily those in which early retirement benefits are payable to retired employees and spouses between ages 60 and 62, and some occupational disability benefits, the entire annuity may be treated like a private or public pension. This is because social security retirement benefits are not payable before age 62 and social security disability benefits require total disability.

For annuities beginning before July 2, 1986, payments exceeding social security equivalent benefits were generally taxable under the Internal Revenue Code Three-Year Rule, which allowed retirees to first recover their previously-taxed pension contributions from cumulative benefit payments, after which benefits became fully subject to income tax.

For annuities beginning after July 1, 1986, railroad retirement payments exceeding social security equivalent levels are generally taxable under the Internal Revenue Code General Rule or Simplified General Rule. For income tax purposes under these rules, contributory payments are subject to income tax immediately upon retirement, but are prorated to yield a tax-free amount based on an employee's previously-taxed pension contributions.

For employees and survivors whose annuities began after July 1, 1986, and before January 1, 1987, the tax-free contributory exempt amount remains the same as long as they receive the annuity. If the annuity began after December 31, 1986, the tax-exempt amount remains in effect only until the employee's contributions are recovered.

For railroad retirement annuitants, employee contributions are considered to be the amount of railroad retirement payroll taxes paid by the employee over and above comparable social security payroll tax rates. However, vested dual benefit payments and railroad retirement supplemental annuities are considered noncontributory and fully taxable. Nor do spouse annuity payments exceeding social security

equivalent payments include a tax-free amount; these benefits are also fully taxable.

Additional information about the tax treatments of railroad retirement benefits over and above social security equivalent benefits can be found in IRS Publication 575, *Pension and Annuity Income (Including Simplified General Rule),* and Publication 939, *Pension General Rule (Nonsimplified Method).* If the employee died during the taxable year, survivors should also refer to these publications because a death benefit exclusion may apply.

4. What information is shown on the railroad retirement benefit statements sent to annuitants in January?

One statement the blue Form RRB-1099, shows the amount of any social security equivalent or special minimum guaranty payments made during the taxable year.

The other statement, the green Form RRB-1099-R, shows the total amounts of contributory railroad retirement benefits over and above social security equivalent benefits, plus any noncontributory vested dual benefits and/or supplemental annuities paid to the annuitant during the taxable year, as well as the amount of an employee's railroad retirement payroll tax contributions. Also shown on the statement is the amount of any benefits that an annuitant may have repaid to the Board during the taxable year.

Only a copy of Form RRB-1099-R need be submitted with a tax return. Annuitants should retain Form RRB-1099 and also copy C of Form RRB-1099-R for their records, especially if they may be required to verify their income in connection with other types of government programs.

5. Does Form RRB-1099-R show the taxable amount of any contributory railroad retirement benefits or just the total amount of such benefits paid during the taxable year?

Since 1993, only the total amounts of contributory railroad retirement benefits paid over and above social security equivalent benefits are shown. Tax-free amounts are no longer subtracted. Annuitants may continue to use the tax-free amounts previously calculated by the Railroad Retirement Board under the General Rule method if they wish to do so. However, use of this Board-computed tax-free amount precludes using alternate tax treatments, such as the Simplified General Rule, that may be more advantageous in some cases. Annuitants wishing to consider alternate tax treatments should refer to the IRS-1040-1 package issued each year and/or IRS Publication 575, *Pension and Annuity Income (Including Simplified General Rule).* Annuitants preferring to compute the tax-free amount themselves under the General Rule method, or to verify the Board's figures, should refer to IRS Publication 939, *Pension General Rule (Nonsimplified Method).*

6. What other information is included with the railroad retirement benefit statements?

Attached to the statements are detailed explanations of all the items on the two statements and help in obtaining the toll-free telephone numbers of Internal Revenue Service offices throughout the country.

7. What if a person receives social security as well as railroad retirement benefits?

Railroad retirement annuitants who also received social security benefits during the taxable year receive a Form SSA-1099 from the Social Security Administration. They should add the net social security equivalent or special guaranty amount shown on Form RRB-1099 to the net social security income amount shown on Form SSA-1099 to get the correct total amount of these benefits. They should then enter this total on the Social Security Benefits Worksheet in the instructions for Form 1040 or 1040A to determine if their social security and railroad retirement social security equivalent benefits are to be considered as taxable income.

Additional information on the taxability of these benefits can be found in IRS Publication 915, *Social Security Benefits and Equivalent Railroad Retirement Benefits.*

8. Are Federal income taxes withheld from railroad retirement annuities?

Yes, and the amounts withheld are shown on the statements issued by the Board each year. However, an annuitant may request that Federal income taxes not be withheld, unless the annuitant is a nonresident alien or a citizen living outside the United States.

9. How is tax withholding applied to the railroad retirement benefits of nonresident aliens?

Under the Internal Revenue Code, nonresident aliens are subject to a 30 percent tax on income from sources within the United States not connected to a U.S. trade or business. The 30 percent rate applies to all annuity payments exceeding social security equivalent payments and to one-half of the annuity portion treated as a social security benefit. The Code also requires the Board to withhold the tax. The tax can be at a rate lower than 30 percent or can be precluded entirely if a tax treaty between the United States and the country of residence provides such an exemption, and the nonresident alien completes the exemption renewal forms sent by the Board every three years. Failure by a nonresident alien to complete these forms will cause loss of the exemption until the exemption is renewed. Such renewals have no retroactivity. The majority of nonresident aliens receiving annuities from the Board are citizens of Canada, which has a tax treaty with the United States.

10. Are unemployment benefits paid under the Railroad Unemployment Insurance Act subject to Federal income tax?

All unemployment benefit payments are subject to Federal income tax. Each January the Board sends Form 1099-G to individuals, showing the total amount of railroad unemployment benefits paid during the previous year.

(Continued on next page)

Railroad Retirement . . .

(Continued from preceding page)

11. Are sickness benefits paid by the Railroad Retirement Board subject to Federal income tax?

Sickness benefits paid by the Board, except for sickness benefits paid for on-the-job injuries, are subject to Federal income tax under the same limitations and conditions that apply to the taxation of sick pay received by workers in other industries. Each January the Board sends Form W-2 to affected beneficiaries.

12. Does the Board withhold Federal income tax from sickness benefits?

The Board withholds Federal income tax from sickness benefits only if requested to do so by the beneficiary.

13. Are railroad retirement and railroad unemployment and sickness benefits paid by the Board subject to State income taxes?

The Railroad Retirement and Railroad Unemployment Insurance Acts specifically exempt these benefits from State income taxes.

14. Can a railroad employee claim a tax credit on his or her Federal income tax return if the employer withheld excess railroad retirement taxes during the year?

If any one railroad employer withheld more than the annual maximum amount, the employee must ask that employer to refund the excess. It cannot be claimed on the employee's return.

15. Can a railroad employee working two jobs during the year get a tax credit if excess retirement payroll taxes were withheld by the employers?

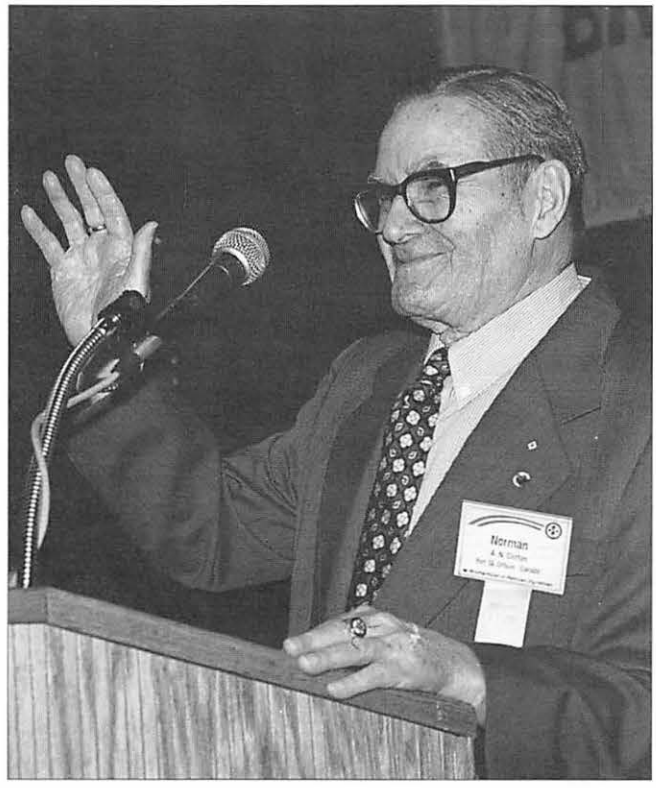
Railroad employees who also worked for a nonrailroad social security covered employer in the same year may, under certain circumstances, receive a tax credit equivalent to any excess social security taxes withheld.

Employees who worked for two or more railroads during the year, or who had tier I taxes withheld from their Railroad Retirement Board sickness benefits in addition to their railroad earnings, may be eligible for a tax credit of any excess tier I or tier II railroad retirement taxes withheld. The amount of tier I taxes withheld from sickness benefits paid by the Board is shown on Form W-2 issued to affected beneficiaries. Employees who had tier I taxes withheld from their supplemental sickness benefits may also be eligible for a tax credit of any excess tier I tax.

Such tax credits may be claimed on an employee's Federal income tax return.

Employees who worked for two or more railroads, or had both railroad retirement and social security taxes withheld from their earnings, should see IRS Publication 505, *Tax Withholding and Estimated Tax*, for information on how to figure any excess railroad retirement or social security tax withheld.

Signalmen Mourn Loss Of A. N. "Norm" Cotton



A. N. Cotton, 1909-1995

Signalmen across the United States and Canada are mourning the loss of A. N. (Norman) Cotton who passed away January 5, 1995. Brother Cotton served as General Chairman Canadian National, headquartered in Winnipeg, Manitoba, from 1957 until his retirement December 31, 1972. Brother Cotton also served as BRS Grand Lodge Representative from 1965 until his retirement.

Brother Cotton began his career in 1927 working three years as a lineman for the Canadian National Railroad after which he performed signal work for six years on the Toronto Terminal Railway. He returned to CN in 1937 and advanced through various positions becoming a signal foreman.

Norm's activity for the Brotherhood was constant and participatory. He for the next six years he served as Local Chairman. He held the position of Assistant General Chairman, CNR, from 1953 until 1957. In addition, Brother Cotton served as legislative representative for the Brotherhood in Canada for 11 years from 1954 until 1965. At the time of his retirement, Norm had provided over 29 years of dedicated service to the Signalmen's organization.

Fed Blamed For Loan, MasterCard Program Rate Hikes

There's no getting around it: interest rates are on the rise - thanks to recent Federal Reserve Board increases – and this, in turn, has caused the interest rates charged by Union MasterCard to go up.

As a result, the new Annual Percentage Rage (APR) on the no-annual fee Union MasterCard is 13.50 percent*, up from 12.75 percent, effective January 15.

That's the bad news.

But the good news is that the APR on the Union MasterCard is still five points lower than the average 18.05 percent interest rate charged by credit-card banks.**

Fighting Rate Hikes

In the meantime, the AFL-CIO (along with all of organized labor) has done its part to fight Federal Reserve Board interest rate increases because these hikes threaten jobs and the economy.

Interest rates are ultimately tied to Federal Reserve Board decisions, and the Fed has raised interest rates it charges banks - triggering other interest rate increases - six times in the last year. This, in turn, had led to higher rates for loans in general – so the rates on everything from home mortgages to credit cards have gone up.

More Spent On Loans

Unfortunately, with consumers and businesses spending more on loans, there is less money available for spending and hiring. And that's where the AFL-CIO and Union Privilege have stepped in to protect union members' best interests.

As Union Privilege President Charles McDonald noted, "One built-in feature of our programs is that the interest rate on the Union MasterCard, while tied to the prime rate, never goes more than five points above it. So while the top 10 credit card banks can potentially take advantage of federal rate hikes by inflating their rates, The Bank of New York , the issuer of the Union MasterCard, by contract, cannot."

Maintaining Safeguards

"While it's true we can't control the Fed, it's important to know that we do maintain safeguards regarding program rate increases, and that we're able to ensure members will get a lower rate – and a better deal – through their union's Union Privilege programs," McDonald noted.

*Current variable APR is 13.50 percent as of January 15, 1995. The Union MasterCard's rate is adjusted quarterly to no more than five points above the prime rate by The Bank of New York (Delaware), an equal opportunity lender. Rate subject to change. Late fee $15. Over limit fee $15. No grace period.

**Average is based on rates charged by 100 large banks and thrifts in the Top Ten Consolidated Metropolitan Statistical Areas, which are included in the *Bank Rate Monitor* National Index.

Local 154 Honors 43 Year BRS Member

BRS Local 154 presented Brother R.F. (Ron) Mitdal with a retirement plaque in recognition of 43 years of dedicated service to the railroad industry, as well as to his fellow Signalmen and the BRS Organization. At the time of his retirement, Brother Mitdal was working a Signal Maintainer's position at Campbell, Minnesota.

R.F. (Ron) Mitdal (r) receives a retirement plaque from Local 154 President K.R. Dunkle (l).

Constitution Revision

In the recent printing of the Brotherhood's Constitution, a revision to Article I, Section 76 was inadvertently omitted. All BRS members should update their copy of the BRS Constitution bearing an effective date of October 1, 1994 to reflect the language of Section 76 as listed below. Members can insert this page into page 17 of their Constitution or simply make note of the change.

Convention the salaries to be paid to the Officers of Grand Lodge. It shall authorize and approve all salaries paid to the clerical help at Grand Lodge headquarters or other offices. For special services and emergencies not contemplated, the Grand Board of Trustees shall determine and authorize the compensation to be paid for any such services exceeding thirty days' duration. For special services rendered for a period of less than thirty days, the compensation shall be equal to the daily rate applicable to Grand Lodge Representatives.

Sec. 72. The Grand Board of Trustees shall determine the amount of and endorse the bond required of the Secretary-Treasurer and the Vice President assigned to Grand Lodge Headquarters authorized to issue checks, but it shall not prescribe an amount lower than set forth in Article I, Sections 49 and 59.

Sec. 73. The Grand Board of Trustees shall authorize and have jurisdiction over any special funds that may be created. Where such a fund has been created by the Convention, the Grand Board of Trustees shall have jurisdiction over its administration, except as specifically directed by the Convention.

Sec. 74. The Grand Board of Trustees shall require that all monies on deposit in banks shall be in banks protected by the Federal Deposit Insurance Corporation.

Sec. 75. The Grand Board of Trustees shall act in an advisory capacity to the President and to the Secretary-Treasurer and shall assist the President in his duties when requested to do so.

Sec. 76. The Grand Board of Trustees may at any time examine and audit the books, vouchers, receipts, and records of the Secretary-Treasurer. It shall approve, by a separate majority vote of its members, any disbursements other than those required for the normal operation of Grand Lodge, before such disbursements are made. It shall require the Secretary-Treasurer to issue a monthly report of the finances of the Brotherhood of Railroad Signalmen. It shall also direct the Secretary-Treasurer to present to each member of the Grand Board of Trustees and to each Local Lodge a quarterly report setting forth an itemized account of receipts, disbursements, and surplus funds of Grand Lodge.

Sec. 77. All Officers of Grand Lodge shall faithfully discharge their respective duties. Should any such Officer fail or refuse to perform his duties as prescribed by the laws of the Brotherhood of Railroad Signalmen, the Grand Board of Trustees shall, in the absence of satisfactory explanation of his neglect or refusal, prefer charges, in writing, to the Grand Executive Council, with a signed copy to the Officer or Officers charged, setting forth a complete report of the charges.

Sec. 77A. As the Grand Board of Trustees reviews the expense

BRS Recognizes SPL Contributors

Participation in the political process is one of the most fundamental traditions of the Brotherhood of Railroad Signalmen. Throughout the history of the BRS, Signalmen have recognized the importance of working to support candidates for public office who support the goals of working people.

The BRS has significantly expanded its SPL program during 1994. The new program, which provides incentives for members who sign up for SPL, is aimed at developing greater awareness of the BRS Political Action Committee.

The expanded program was designed to recognize active members' levels of contributions by enrolling them into one of three "Clubs". Members of the SPL Representative's Club have made a monthly contribution of $5 to $9. Members of the Senator's Club have made a monthly contribution of $10 to $19. Members who have contributed $20 to $49 a month are listed in the Vice President's Club. Finally, members who have contributed $50 or more a month are members of the President's Club. In recognition of their support, the members of these clubs are proudly listed below:

Representative's Club
($5 to $9 per month)

Addis, MA
Alexander, JE
Andreska, RS
Bacher, KE
Bales, JN
Barse, DJ
Becker, JL
Bitters, JC
Blum, GR
Bolinger, RJ
Boots, JD
Boyett, BG
Brandner, RC
Brandon, DG
Brown, GS
Bucci, PJ
Buker, DP
Cairns, RK
Campbell, TL
Cate, WD
Caughron, BR
Chambers, AL
Champagne Jr, JH
Chaparro, DT
Childers, AE
Christensen, RD
Clark, TJ
Clements, DC
Coates, JG
Coonce, WL
Cunningham, AS
D'Abreu, JC
Dake, MD
Dalton, RL
Daniel, BL
Dawson, MH
Day, RL
Dickey, RD
Douglas, HA
Eaton, RG
Ellison, WB
Game, SJ
Gary, RA
Gearhart, M
Gladbach, JH
Glotfelty, TA
Gordon, DC
Greene, BL
Haker, JS
Hale, JS
Hall, CG
Headden Jr, LG
Heitman, JA
Helm, AK
Hildebrant, CG
Hitsman, TA
Hockens, DW
Huber, RD
Hudson, RS
Ives, MQ
Jackson, RL
Jaynes, CM
Johnson, SL
Jones, FE
Joyce, KA
Kachnowski Jr, BC
Kalen, V
Kapuscinski, RJ
Keenom, TK
Kennedy, ML
Klun, JL
Kopp, JL
Lacy, CL
Lane, KL
Langan, JJ
Lapcinski, JE
Lennick, MP
Malone, DE
Mank, CA
Mansur, GS
Manty, WE
McFarland Jr, RE
McNace, MJ
Melton, JG
Merkin, H
Merrill, SC
Miller, TR
Milliken, JP
Moser, LC
Mosman, CD
Newfell, PJ
Niemiec Jr, DG
Norvell, ML
Nostdahl, RC
O'Farrell, TM
Palazzolo Jr, M
Pedigo, TR
Pinto, M
Platt, RD
Reale, DT
Reiners, TL
Remrey, GR
Ricketts, RL
Riley, PA
Rivera, ML
Robinson, FJ
Ruple, RW
Salvador, RJ
Sanda, DA
Sauer, FH
Scanlon, LW
Schwartz, DW
Scofield, MJ
Sconyers, CD
Scott, RP
Shrum, GD
Shuminsky, JC
Sichra, FE
Simon, BD
Simpson, RE
Smith, PR
Smith, LJ
Stearns, LC
Stone, SC
Stottler, FJ
Taylor, GW
Thomsen, TH
Twidwell, DL
Ucker, DJ
Ulle, KB
Urbanski, JE
Viksne, K
Voge, GL
Wadsworth, DC
Walker, JR
Watt, DP
Welch, CR
Wilks, JW
Williams, GM
Wyatt, TC
Zakosek, JC
Zember, B
MacKenzie III, FM
Hall, GD

Senator's Club
($10 to $19 per month)

Acosta, MJ
Alexander, AE
Barkemeyer Jr, JL
Bartley, NW
Bennett Jr, HE
Bezdek, MP
Bishop, GA

(Cont. on next page)

(Cont. from preceding page)

Blair, DR
Bogle, DL
Boles, JC
Booth, CE
Boswinkle, FA
Boyd, BP
Brady, CA
Bright, JL
Bright, HW
Brinlee, DL
Brown, KA
Brown Jr, ET
Buehler, LD
Burton, JA
Campbell, JL
Cantone, DA
Capps, LH
Carlson, RE
Carroll, R
Casperson Sr, TL
Casteele, CK
Catherall, TR
Choate, WC
Christianson, RD
Clanin, BE
Clary, AL
Cooper, GR
Cutcher, RT
Dare, LG
Dawson, KD
Decknadel, DL
Digiacomo, EA
Driscoll, RA
Edgar, KR
Edwards, CT
Elem, RE
Esterline, CN
Estes, JW
Farmer, RA
Feaster, DN
Flynn, RP
Fritsche, RS
Fulton, CB
Gentry, DM
Glaudel, BJ
Gleason, ML
Glenn, ME
Goodrich, FE
Green Jr, A
Haley, KA
Hicks, JM
Hodge, E
Hollingshed, FD
Huckaby, R
Hust, LL
Jacobs, JW
Jarzombek, PD
Jenniges, ND
Johnson, EJ
Karpinski, LG
Keene, TL
Keller, TS
Kendrick, JB
Kerr, EK
Kidder, RJ
Kirk, PD
Knapp Jr, DL
Lanfrey, CL
Lantz, TA
Lavallee, RJ
Lee, CB
Lee III, ED
Liebi, ST
Little, WH
Lyon, TL
McCallister, MT
McCarty, DB
McCarty, PR
McCracken, WM
McMahan, PG
Millsap, RG
Minter, RW
Mitchell, JS
Morgan, MP
Murphy, WR
Newman, TR
Norton III, WE
Nowakowski, MJ
Orich, LR
Orich, RA
Overton, RA
Page, RE
Parker Jr, L
Paul, JW
Pawelski, R
Paxton, KJ
Pipkin, DR
Pipkin, MG
Powers, DJ
Raczka, BD
Rand, JA
Reardon, SM
Reeves, C
Reisenwitz, JJ
Reuss, CA
Rice, RE
Roberson, SE
Roberts, DL
Robinson, TH
Robinson, GJ
Rogoski, AH
Roland, TL
Rolley Jr, AW
Rowley, WS
Roy, FA
Santamaria, JF
Saunders, WV
Scott, JD
Simpson, LL
Sinclair, JC
Sindelir, GT
Slentz, JA
Slupianek, SW
Smith, KJ
Smith, TG
Sommer, BG
Steadman, GR
Steeno, BD
Stewart, T
Stirling, TE
Stokes, PW
Strickland, JS
Suhsen, LD
Sutton Jr, LF
Swalley, DA
Switzer, DB
Thompson, SS
Thornton, JM
Trussell, LG
Turner, KE
Turnwald, JF
Wagner, AF
Walker, HL
Webb, RL
Westcott, RW
Wiggins, RD
Wilburn III, RL
Wortman, BE
Wright, DL
Yetmar, TJ
Yoxheimer, DG
Zepeda, R
Zimbelman, JH
van Belle, CM
Branz, MF
Bruckman, LA
Doherty, B
Jessen, EM

Vice President's Club

($20 to $49 per month)

Allen, HJ
Anousakes, EJ
Barton, RW
Beck, DE
Bias, CO
Blash, A
Boston, DM
Brown Jr, DF
Bryson, GO
Buchholtz, BJ
Calloway, EA
Cochran, LE
DePaepe, TJ
Donnelly, JW
Frank, RD
Gavalla, GA
Gelner, JP
George, HS
Hedges, TL
Helton, DM
Holmes Jr, GW
Houston, MJ
Isa, M
Joyce, WH
Keebler, WH
Kuhn, LJ
Luttrell, EL
Macken, TR
Martin, GA
Mattingly, JL
McKenzie, RE
Megason, GL
Miller, TD
Miller, KD
Mitchell Jr, M
Nobile, FJ
Phillips, WL
Rees, DT
Rhoads, RL
Roberts, RA
Singletary, PR
Straub, AF
Striggow, SR
Tidler Jr, WE
Vaught, CR
Welch, LV
Wolf, KL
York, JK
Clark, SE
Blecha, AW
Kepfer, RT
McFarland, PF
Van Artsdalen, V
Barton, JL

President's Club

($50 or more per month)

Barrows, WA
Ellison, SR
Finn, JP
Foley, RR
Mason, FE
McGraw, CA
Radziewicz, WA
Rosier, JD
Pickett, WD

An Open Letter From President Pickett To All Retired BRS Members

Dear Sisters and Brothers:

In 1995, the political participation of retired BRS members will become more significant than ever. As in the past, this Organization will continue to zealously guard the rights and benefits of our retired members. Critical issues such as railroad retirement, health care reform, unemployment and sickness programs, disability benefits, and others will be subjected to even closer scrutiny by members of Congress.

Retired BRS members have contributed significantly to the rail industry which remains one of the most vital forms of transportation in the world. Retired Signalmen have long recognized the importance of backing candidates who support their positions. The new leadership in Congress is looking to cut the so-called *"entitlement programs."* Consequently, both retired and active BRS members must remain united to protect the benefits so many have sacrificed to obtain. We must maintain friends in key Congressional offices that will stand up and fight for our interests.

Working people cannot match the contributions being made by wealthy anti-labor corporate interests and federal law prohibits the use of union dues for political purposes. However, both active and retired union members are allowed to unite in Political Action Committees to assist candidates who support our positions.

During 1994, active BRS members increased their contributions to the Signalmen's Political League (SPL) by 50% through their payroll deduction programs after the program was updated. Frankly, this organization needs both active and retired members in the SPL.

The BRS has now expanded its SPL awards program to include retired BRS members. The program will now provide incentive awards and recognition to retired members who contribute to the SPL. The expanded program is designed to recognize retired members' contributions by publishing their names in The Signalman's Journal. They will be listed in one of four *"clubs."*

1. Retired BRS members pledging to contribute $240.00 or more during 1995 will be listed as a member of the President's Club. They will receive a set of the 1994 and the 1995 Gold SPL year pins, a SPL hat and a SPL jacket.

2. Retired members pledging to contribute $120.00 during 1995 will be listed as a member of the Vice President's Club and will receive both the 1994 and 1995 Silver SPL year pins and a SPL hat.

3. Retired BRS members contributing $60.00 to the SPL will be listed as a member of the Senator's Club and will receive both the 1994 and the 1995 Bronze SPL year pins.

4. Finally, retired BRS members contributing $30.00 to the SPL will be listed as a member of the Representative's Club and they will receive a copy of *"The First 75,"* a hard-bound book which details the history of the BRS.

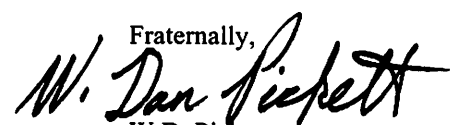
To contribute to the SPL, simply fill out the form provided on the next page. All donations should be made in the form of a check made out to *"The Signalmen's Political League."* Your contribution should be sent to:

The Signalmen's Political League
Post Office Box U
Mount Prospect, Illinois 60056-9048

The upcoming 1996 elections will be crucial. Campaigning for these offices will be expensive. When politicians use their voices and their votes, it is vital that their words and actions reflect the needs of both active and retired BRS members. Working together, through the SPL, we can make this a reality.

I want to thank each of you for all of your past support to the Signalmen's Political League and sincerely hope each of you will make a contribution to the SPL.

Fraternally,



W.D. Pickett
President

Official SPL Contribution Form For Retired BRS Members

To contribute to the SPL, simply fill out this form. All contributions should be made in the form of a check made out to, "The Signalmen's Political League." Contributions should be sent to:

The Signalmen's Political League
P.O. Box U
Mount Prospect, IL 60056-9048

Check the appropriate box:

☐ I am pledging to contribute $240.00 or more during 1995 to the SPL and wish to be listed as a member of the President's Club. Please send me the 1994 and 1995 Gold SPL year pins, a SPL hat and a SPL jacket. Jacket size: ___M ___L ___XL ___XXL

☐ I am pledging to contribute $120.00 to the SPL during 1995 and wish to be listed as a member of the Vice President's Club. Please send me the 1994 and 1995 Silver SPL year pins and a SPL hat.

☐ I am contributing $60.00 to the SPL and wish to be listed as a member of the Senator's Club. Please send me the 1994 and the 1995 Bronze SPL year pins.

☐ I am contributing $30.00 to the SPL and wish to be listed as a member of the Representative's Club. Please send me a copy of "The First 75," the history of the BRS.

Name_____

Street or Box No. _____

City_____ **State**_____ **Zip Code**_____

Retired Member of Local Lodge No. _____

Note: Contributions to the Signalmen's Political League are not deductible as charitable contributions for federal income tax purposes.

$150,000 In Union MasterCard Scholarships To Be Awarded In 1995

The highly successful Union Privilege Union MasterCard® Scholarship Program plans to provide $150,000 in awards to students representing AFL-CIO unions again in 1995.

The Union MasterCard Scholarship Program, now in its fourth year, is open to all BRS members, as well as their spouses and children. The program offers one-time cash grants of $500 to $4,000 to help defray the costs of higher education.

Members interested in receiving 1995 scholarship applications should send their requests on a post-card, with their name, phone number and return address clearly printed on it to:

Union MasterCard Scholarship
P.O. Box 9389
Minneapolis, MN 55440-9389

The application deadline is March15, 1995. Scholarship recipients will be announced June30, 1995 (only winners will be notified). Applicants interested in receiving confirmation of the receipt of their application should enclose self-addressed, stamped postcards along with their postcard applications; phone call inquiries will not be accepted, either for receipt of application or for award status.

To qualify, applicants must be accepted into or be attending an accredited university, college or community college, or a recognized trade or technical school by June30, 1995. Graduate students are not eligible.

At least one year of continuous, good-standing membership in a union that participates in the Union MasterCard Program is required for a member or a dependent of a member to apply. However, members need not be Union MasterCard credit card carriers in order to qualify.

Award Criteria

Applicants will be selected based on academic achievement and potential, character, leadership abilities, social awareness, career goals and financial need. Along with the entry form, each applicant must submit one reference, verification of union membership, and an essay of 500 words on his or her interests and aspirations, as well as an explanation as to why he or she is deserving of a union scholarship.

So far, the Union MasterCard Scholarship Program has awarded over $330,000 to more than 200 scholarship recipients from AFL-CIO unions. Recipients have ranged from high school valedictorians to unemployed union members to students with disabilities; however, the qualities each have in common include an outstanding academic track record, and an understanding of and a commitment to the labor movement.

The Union MasterCard Scholarship Program is funded by Union Privilege, Affinity Group Marketing Inc. and The Bank of New York (Delaware). Union MasterCard offers union members and their families a no-annual-fee MasterCard credit card with one of the lowest rates in the nation. The Union MasterCard credit card's variable Annual Percentage Rate (APR) of 12.75 percent (as of October 15, 1994)* remains more than five points below the national average.

**Note:* *Variable 12.75 percent APR as of October 15, 1994; adjusted quarterly by The Bank of New York (Delaware), an equal-opportunity lender.*

Labor History

John L. Lewis: He Was An Eloquent Volcano

In both action and rhetoric, John L. Lewis played the center stage of American labor history as president of the United Mine Workers (UMW) from 1920 to 1960 – and he played his role hard as well as long.

In action, John L. Lewis led one of American labor's most important events: the break with the AFL craft tradition to form the Congress of Industrial Organizations (CIO). Just as dramatically, he left the CIO presidency after just five years. He vowed in 1940 that if his candidate, Republican Wendell Wilkie, wasn't elected over President Franklin Roosevelt, he would resign. And he did.

In words, John L. Lewis was one of the most eloquent figures in American history. Yet history will perhaps best equate him with one of the few quotes in which he kept it simple.

"You can't dig coal with bayonets"

Faced with the threat of the national guard taking the place of striking miners, Lewis said: "You can't dig coal with bayonets." That has become a motto for worker reaction against government intervention and employer injunction, whether in coal or any other U.S. industry.

Lewis was born in 1880 and was a delegate to the 1901 UMW convention. Samuel Gompers hired him as an AFL field representative in 1911, but Lewis returned to the UMW in 1917 to a staff job, then became president in 1920. He retired in 1960 and died in 1969. The following are some examples of the words which make John L. Lewis an important part of labor's story.

In Defense of Free Bargaining

"We believe in collective bargaining. We believe that collective bargaining is the modern device that will make it possible for Americans to live together in the years that are to follow.

"We do not believe that there is any other formula that can be substituted for collective bargaining that will adjust our industrial problems to the end that American industry may increase its productivity and constantly contribute toward the economic, social and political well-being and stability of our nation to that destiny which is the heritage of all Americans.

"We, with many other Americans, deprecate the tendency in recent years to substitute for collective bargaining the fiats and ukases of governmental agencies and governmental tribunals.

"We believe in the theory of free contract and we believe that the Constitution of our Republic protects the right of contract between its citizens. The power to contract is the difference between free men and serfs, and as one traces the history and the development of civilization, and the building of these great nations and states throughout the world, one finds that freedom began when the workman became free to contract with his employer and to have a voice in determining the conditions under which he would work and the compensation that he would receive..."

Address to the 1938 CIO Convention

"Our people in this movement know how hard it is to preserve their rights and their liberty – even within democracy. They have battled against violence, brutality and calumny. The forces of public order have been perverted against them. And yet our people have not faltered in their conviction that they have rights which must not be destroyed.

"The agencies of public information have boiled with jeremiads against the Committee for Industrial Organization. On no other occasion of modern times has the American ideal of a free press been so sullied. The loyalty of members and friends of the CIO through these storms of falsity shows again that American people will not be misled by cynical untruths and bitter misrepresentations...

"To millions, because of this movement, the word "liberty" has acquired new meaning. Often those who seek only license for their plundering, cry "liberty." In the guise of this old American ideal, men of vast economic domain would destroy what little liberty remains to those who toil.

"The liberty we seek is different. It is liberty for common people – freedom from economic bondage, freedom from the oppression of the vast bureaucracies of great corporations, freedom to regain again some human initiative, freedom that arises from economic security and human self-respect."

To the Coal Operators After Bargaining Impasse

"For four weeks we have sat with you; we attended when you fixed the hour; we departed when weariness affected your pleasure.

"Our effort to resolve mutual questions has been in vain; you have been intolerant of suggestions and impatient of analysis.

"When we sought surcease from blood-letting, you professed indifference.

"When we cried aloud for the safety of our numbers, you answer "Be content – 'twas always thus!"

"When we urged that you abate a stench, you averred that your nostrils were not offended.

"When we emphasized the importance of life, you pleaded the priority of profits; when we spoke of little children in unkempt surroundings you said – Look to the State!

"You aver that you own the mines; we suggest that, as yet, you do not own the people."

FELA Directory - BRS Counsel

When Signalmen suffer a work-related injury or illness, BRS members or their families are encouraged to determine their rights and benefits under the Federal Employers' Liability Act before agreeing to any settlement with the railroad employer. The Brotherhood of Railroad Signalmen has designated the attorneys listed in this directory to serve as qualified counsel for BRS members in employee injury cases covered by FELA.

Attorneys are listed by state and are designated to serve BRS members living or working in the general region of their offices. Designation of FELA counsel is by authority of the BRS Executive Council only.

BRS members are encouraged to provide information regarding FELA cases, including criticism or commendations regarding the service of designated counsel, and information on injuries and settlements. This information, which will be used in the continuing evaluation of this program, should be sent to W. D. Pickett, President, Brotherhood of Railroad Signalmen, Box U, Mount Prospect, IL 60056-9048.

***Bold** print denotes additions or changes since the last issue of the Journal.*

ALABAMA
Clarence M. Small, Jr.
1700 Financial Center
505 N. 20th St.
Birmingham, AL 35203-2607
Tel. (205) 328-8141
800-821-2994 (AL), 800-223-6159

CALIFORNIA
James F. Gilwee
700 E Street
Sacramento, CA 95814-1209
Tel. (916) 441-2980
800-345-2889 (CA), 800-445-2889

Jay A. Kaplan
5909 W. 3rd St.
Los Angeles, CA 90036
Tel. (213) 930-2744, 800-552-7526

CALIFORNIA (Cont.)
Frederick L. Nelson
414 - 13th St.
Oakland, CA 94612-2603
Tel. (510) 451-6732
800-448-7575 (CA), 800-447-7500

COLORADO
John J. Rossi
12203 East 2nd Ave.
Denver, CO 80011-8399
Tel. (303) 366-3501
800-421-6859 (CO), 800-325-4014

ILLINOIS
Frank W. Petro
310 S. Michigan Ave., Suite 2000
Chicago, IL 60604
Tel. (312) 362-9596, 800-472-5729

KANSAS
Payne H. Ratner, Jr.
444 North Market
P.O. Box 306
Wichita, KS 67201-0306
Tel. (316) 262-6423, 800-876-6423

MASSACHUSETTS
Robert T. Naumes
60 State St.
Boston, MA 02109
Tel. (617) 227-8444
800-431-4600

MINNESOTA
Robert N. Stone
565 Northstar East,
608 Second Ave. South
Minneapolis, MN 55402
Tel. (612) 339-4511, 800-328-4340

MISSOURI
Daniel Sawyer
106 West 14th St., 25th Floor
Kansas City, MO 64105-1992
Tel. (816) 221-5666, 800-821-5257

Drew C. Baebler
Suite 520
900 Walnut Street
St. Louis, MO 63102
Tel. (314)-241-7700, 800-682-4529

NEW MEXICO
Jay Thomas Youngdahl
1776 Montano Road N.W., Bldg. 2
Albuquerque, NM 87107
Tel. (505) 345-1771
800-256-8072

NEW YORK
Ira M. Maurer
122 E. 42nd St., Suite 1515
New York, NY 10168-0132
Tel. (212) 986-4921

OHIO
James B. Blumenstiel
261 W. Johnstown Rd.
Columbus, OH 43230
Tel. (614) 475-9511
800-346-5728 (OH)
800-346-5729

Harold S. Stern
1400 Renaissance Center
1350 Euclid Avenue
Cleveland, OH 44115
Tel. (216) 781-1700, 800-321-1700

OREGON
Monte Bricker
1300 American Bank Building
621 S.W. Morrison St.
Portland, OR 97205-3816
Tel. (503) 226-1151, 800-547-8811

PENNSYLVANIA
Joseph A. Coffey, Jr.
Two Bala Plaza, Suite 718
Bala Cynwyd, PA 19004
Tel. (215) 668-9800
800-336-2500 (PA), 800-334-2500

Paul Moses
1311 Frick Building
Pittsburgh, PA 15219
Tel. (412) 471-3740

TEXAS
Weldon Granger
10000 Memorial Dr., Suite 888
Houston, TX 77024
Tel. (713) 668-0230
800-392-0620 (TX)
800-231-3359

UTAH
Brent O. Hatch
10 West Broadway, Suite 750
Salt Lake City, UT 84101
Tel. (801)-532-7840, 800-574-6310

VIRGINIA
Willard Moody, Sr.
Commerce Bank Building, Suite 300
500 Crawford Street
P.O. Box 1138
Portsmouth, VA 23705
Tel. (804) 393-4093, 800-368-1033

Eddie W. Wilson
1294 Diamond Springs
P. O. Box 5369
Virginia Beach, VA 23455
Tel. (804)460-7776, 800-752-0042

WASHINGTON, D.C.
Larry Mann
400 North Capitol St. N.W., Suite 851
Washington, DC 20001
Tel. (202) 298-9191, 800-747-6266

BRS Hazardous Materials Training

When a hazardous material incident occurs on the railroad, BRS members are often among the first on the scene and begin emergency response procedures. Signalmen are among a group of employees responsible for emergency response and post-response clean-up of a hazardous material derailment site.

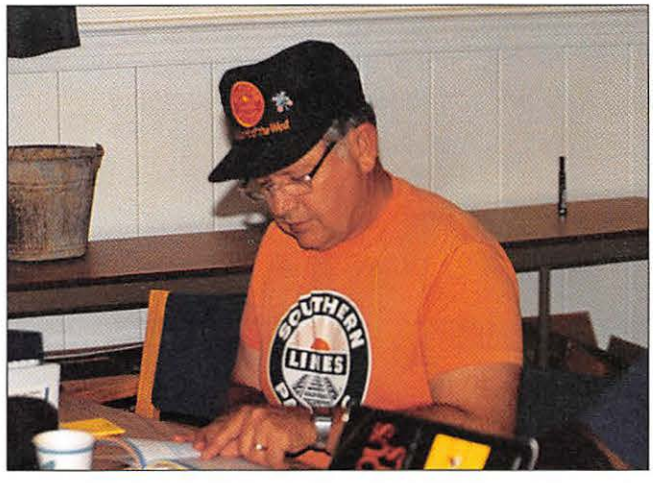
The federal government's National Institute of Environmental Health Sciences (NIEHS) has approved continued funds to provide hazardous materials training for railway workers. Under the Superfund Authorization and Amendments Act, NIEHS is responsible for safety and health training for workers involved in hazardous waste operations, clean-up, emergency response and remedial action. The objective of the training is to provide rail workers with the skills and knowledge necessary to protect their health, as well as that of the community and environment.

(l-r) T.J. Sponsel, L.R. Sorensen and E. Anderson attended Haz-Mat training at the George Meany Center in Silver Springs, Maryland.

First Responder Training

First responder awareness level training is provided to BRS members as well as to members of rail labor organizations. Some 3,500 rail workers have received five to eight hours of training at the George Meany Center or other locations across the country.

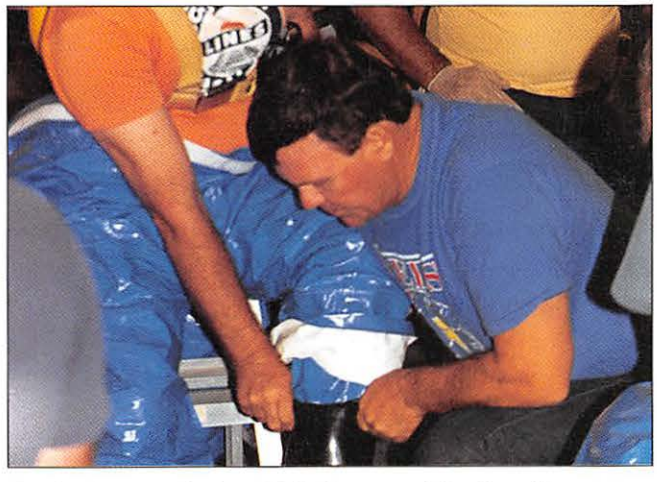
One of the highlights of the intensive training is a response to a simulated hazardous chemical incident. Dressed in fully encapsulating chemical protective clothing, students cleaned up and contained contaminated soil, plugged and patched leaking containers and pipes, safely repackaged damaged hazardous waste drums and transferred hazardous liquids from leaking to intact barrels. Following the clean-up, students decontaminated themselves, their protective suits and equipment.



T.J. Sponsel uses a Haz-Mat book to identify hazardous compounds during training.

In addition, program participants studied the health effects of chemical exposures, selection and use of respiratory protection, and labeling systems for chemical transport and containerization. BRS members learn procedures for the proper handling and storage of reactive and toxic chemicals and for medical emergencies caused by chemical contamination.

BRS Northeast Vice President Bill Radziewicz is an instructor and can assist with hazardous materials problems. At the George Meany Center, Marilyn Powers, Center Coordinator-HAZMAT, Robin Robbins, Industrial Hygienist or Brenda Cantrell, Project/Financial Registrar, can also provide members with training information by calling: **(301) 439-2440**.

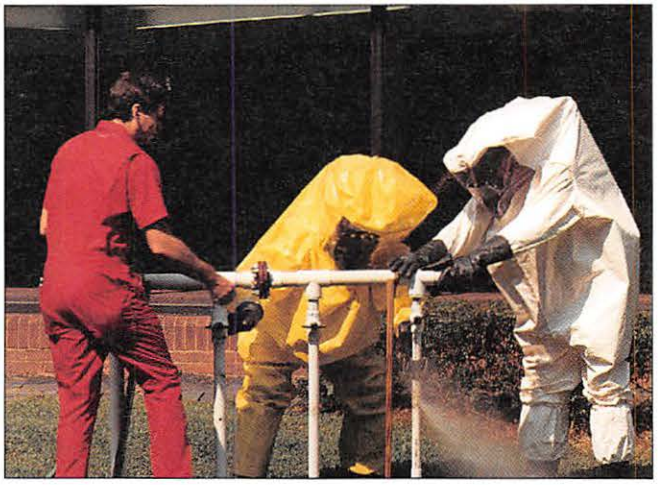


E. Anderson helps T.J. Sponsel "suit up" .

Railway Workers Haz-Mat Training

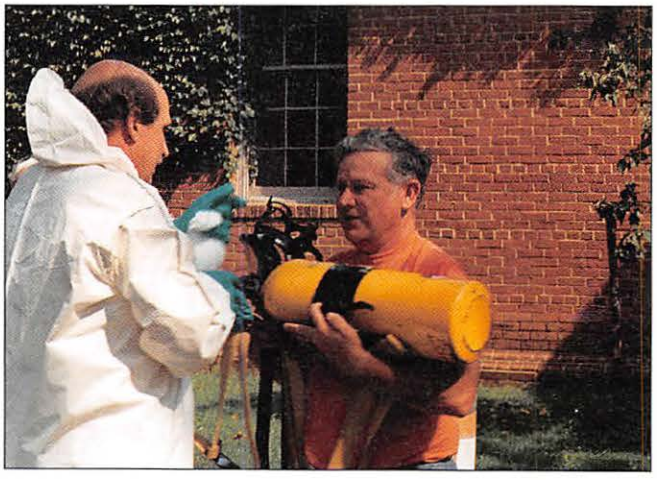
Participants in the Haz-Mat training class simulated the removal of contaminated soil while wearing fully encapsulated protective clothing.

T.J. Sponsel gets a workout as he uses a shovel to remove soil as if it were contaminated with hazardous materials.



Students simulated sealing high pressure hazardous material leaks while fully encapsulated in protective suits.

After the drill, students decontaminated themselves, their protective suits and equipment.



After the drill, T.J. Sponsel gladly hands over his self-contained breathing apparatus to a fellow classmate.

Obituaries

DEE CHARLES ANDERSON—retired member of **LOCAL 64.** Brother Anderson retired in 1963 after 45 years of service with the Erie Lackawanna Railroad. He was a Maintainer at Rochester, Indiana, at the time of retirement. Brother Anderson served the Brotherhood as a Recording/Financial Secretary and Local Chairman.

GLENN W. ARNOLD, SR.—retired member of **LOCAL 225.** Brother Arnold retired in 1977 after 34 years of service with the Lehigh Valley Railroad. He was a Signal Maintainer at Manchester, New York, at the time of retirement.

FREDRICK RICHARD BALISON—retired member of **LOCAL 92.** Brother Balison retired in 1984 after 36 years of service with the Southern Pacific Transportation Company. He was a Division Signal Inspector at Oakland, California, at the time of retirement. Brother Balison served the Brotherhood as a Local President.

I.J. BENEFIELD--retired member of **LOCAL 206.** Brother Benefield retired in 1980 after 35 years of service with the Missouri Pacific Railroad Company. He was a Signal Maintainer at Buffalo, Texas, at the time of retirement. Brother Benefield served the Brotherhood as a Local Chairman.

T.K. BLAKE, JR.—retired member of **LOCAL 48.** Brother Blake retired in 1980 after 38 years of service with CONRAIL. He was a Maintainer at Conowingo, Maryland, at the time of retirement.

LAWRENCE E. BOETTCHER—retired member of **LOCAL 9.** Brother Boettcher retired in 1971 after 45 years of service with the Chicago and North Western Transportation Company. He was a Signal Maintainer at Fond du Lac, Wisconsin, at the time of retirement.

PAUL L. BURNSIDE--retired member of **LOCAL 116.** Brother Burnside retired in 1969 after 51 years of service with the Missouri - Kansas - Texas Railroad Company. He was a Signal Maintainer at Fayetteville, Texas, at the time of retirement.

HARRY O. FOHEY—retired member of **LOCAL 183.** Brother Fohey retired in 1977 after 42 years of service with the Northeast Illinois Regional Commuter Railroad Corporation **Metra.** He was a Signal Maintainer at Elgin, Illinois, at the time of retirement.

JOEL J. HARDER—active member of **LOCAL 227.** Brother Harder served 16 years with the Soo Line Railroad Company (CP Rail). He was a Signal Maintainer at Reed Street, and resided in Milwaukee, Wisconsin, at the time of his death.

JOSEPH J. KOSTELICH—retired member of **LOCAL 228.** Brother Kostelich retired in 1984 after 24 years of service with the Norfolk and Western Railway Company. He was a Maintainer at Carnegie, Pennsylvania, at the time of retirement. Brother Kostelich served the Brotherhood as a Recording/Financial Secretary.

A.R. KRUGER—retired member of **LOCAL 152.** Brother Kruger retired in 1971 after 43 years of service with the Southern Pacific Transportation Company. He was a Signal Maintainer at Springfield, Oregon, at the time of retirement.

JOSEPH RALPH LaCAVA—active member of **LOCAL 31.** Brother LaCava served 31 years with the CSX Transportation, Inc. (Chesapeake and Ohio Railway). He was a Signal Maintainer at Zelienople, Pennsylvania, at the time of his death.

LEONARD A. MAHNKE—retired member of **LOCAL 183.** Brother Mahnke retired in 1969 after 45 years of service with the Northeast Illinois Regional Commuter Railroad Corporation. He was a Signal Maintainer at Chicago, Illinois, at the time of retirement.

THEODORE J. MANDRO, JR.—retired member of **LOCAL 7.** Brother Mandro retired in 1986 after 44 years of service with the New York, New Haven and Hartford Railroad Company, Penn Central Transportation, CONRAIL, and Metro-North Commuter Railroad Company. He was a Signal Maintainer at Woodmont, Connecticut, at the time of retirement.

ROBERT F. McFARLAND—retired member of **LOCAL 228.** Brother McFarland retired in 1978 after 30 years of service with the Norfolk and Western Railway Company. He was a Maintainer at Toledo, Ohio, at the time of retirement. Brother McFarland served the Brotherhood as a Recording/Financial Secretary.

F.M. MILLER—retired member of **LOCAL 49.** Brother Miller retired in 1979 after 41.5 years of service with the Southern Railway Company. He was a Signal Repairman (Relay) at the East Point Relay Shop in Georgia, at the time of retirement. Brother Miller served the Brotherhood as a Local Chairman.

ROBERT L. MINARD—retired member of **LOCAL 104.** Brother Minard retired in 1978 after 28.5 years of service with the Southern Pacific Transportation Company. He was a Signal Foreman at Los Angeles, California, at the time of retirement. Brother Minard served the Brotherhood as a Local President.

(Continued on next page)

Obituaries

LEONARD B. RAUCHFLEISH—retired member of **LOCAL 123.** Brother Rauchfleish retired in 1987 after 34.5 years of service with the New York Central Railroad and Chesapeake and Ohio Railway Company. He was a Signal Maintainer at Detroit, Michigan, at the time of retirement.

OLIVER G. ROSE—retired member of **LOCAL 58.** Brother Rose retired in 1962 after 38 years of service with the Pennsylvania-Reading Seashore Lines. He was a C & S Foreman at Camden, New Jersey, at the time of retirement. Brother Rose served the Brotherhood as a Committeeman.

JOHN "Jack" S. SEELBACH—retired member of **LOCAL 163.** Brother Seelbach retired in 1981 after 34 years of service with the Illinois Central Railroad Company. He was a Signal Maintainer at the time of retirement. Brother Seelbach held the positions of Maintainer, Signal Foreman, and Testman during his railroad career.

FRANK SLUGA—retired member of **LOCAL 130.** Brother Sluga retired in 1974 after 41 years of service with the Chicago and North Western Transportation Company. He was a Lead Signal Test Maintainer at Franklin Park, Illinois, at the time of retirement.

VANCE P. SMITH—retired member of **LOCAL 182.** Brother Smith retired in 1963 after 34.5 hours of service with the Southern Pacific Transportation Company. He was a Signal Inspector of the Rio Grande Division at El Paso, Texas, at the time of retirement.

EARL J. SWEARINGEN—retired member of **LOCAL 20.** Brother Swearingen retired in 1991 after 30 years of service with the Atchison, Topeka and Santa Fe Railway Company. He was a Signal Maintainer at Ormonde, Illinois, at the time of retirement.

R.J. THOMPSON, JR.—retired member of **LOCAL 141.** Brother Thompson retired in 1983 after 41.5 years of service with the Missouri Pacific Railroad Company. He was a Signal Foreman at the time of retirement. Brother Thompson resided in the Longview, Texas area at the time of his death.

PAUL F. TYM—active member of **LOCAL 56.** Brother Tym served 25 years with the Long Island Rail Road Company. He was a Signalman Helper, and resided in Centereach, New York, at the time of his death.

WILLIAM I. WAGNER—retired member of **LOCAL 63.** Brother Wagner retired in 1965 after 38 years of service with CONRAIL. He was an Inspector C&S at Williamsport, Pennsylvania, at the time of retirement.

Labor CALENDAR

February

February is Black History Month

1 National Freedom Day. Anniversary of President Abraham Lincoln's approval, in 1865, of the 13th Amendment to the U.S. Constitution, which abolished slavery.

4 Labor leader and Industrial Workers of the World cofounder William D. "Big Bill" Haywood was born in 1869.

5 In 1830, the first daily labor paper, the *New York Daily Sentinel*, began publication.

8 Mary Kenney O'Sullivan, factory inspector and labor leader, was born in 1864. She was appointed by American Federation of Labor President Samuel Gompers as the organization's first female general organizer.

12 United Mine Workers President and founder of the Congress of Industrial Organizations John L. Lewis was born in 1880. He played a leading role in organizing drives of the 1930s which established trade unions among unskilled mass production workers.

14 President Theodore Roosevelt signed a law creating the Department of Commerce and Labor in 1903. Ten years later, it was divided into two separate government departments.

15 Susan B. Anthony, female suffragist, women's rights advocate, and labor activist, was born in 1820.

25 In 1913, 25,000 immigrant textile workers went on strike against Paterson, New Jersey's silk factories in one of the most heroic struggles for justice in American labor history. Workers were forced by their employers to work 10 hours a day for as little as six dollars a week. Despite the workers' steadfast courage, mass arrests, lack of financial support, police harassment, and divisions between skilled and unskilled workers contributed to the strike's defeat.

Continuous Membership

The Brotherhood of Railroad Signalmen, in recognition of BRS members' contributions to the Signalman's craft and their dedication to the principle of trade unionism, has established a Continuous Service program to honor longtime BRS members. Continuous service lapel pins are presented to members every five years, beginning with their 25th year of membership.

The following is a list of the members who recently received Continuous Service pins in recognition of their years as BRS members:

45 Years of Service

JA Ogrodnick 57
RL Adams 52

40 Years of Service

RD Christensen 135
HJ Jenkins 52
JE Napper 94
JC Baldwin 16
RJ Heisler 154
MB Brinkman 214
CP Hyde 31
DF Reusser 123
RW Downs 49

35 Years of Service

CJ Adams 161
WF Bleau 216
RC Hill Jr 48
GL Nolan 68
DJ Schulz 214
JL Fredrick 227
DE Lamb 45
JE Walch 84
CR Ahlert Jr 160
JW Jacobs 161
DJ Lane 123
LP Sozzi 76
CL Speakman 24

30 Years of Service

R Abramshe 57
CC Catron 174
PA Conrad 40
RL Ganske 97
KG Ingraham 161
HA Roys 188
GG Smith 111
DE Sturgeon 29
CE Barnett 1
JJ Christensen 8
DA Knoch 109
HW Sherman 208
JP Tobin 2
JD Compston 64
JE Louderback 103
SC Robinson 33
WD Tabor 188

25 Years of Service

PP Atwood 72
GL Bedord 155
RL Borden 161
DG Boulware 157
JW Braden 43
DB Brown 55
ME Brown 55
WB Bryson 87
WJ Farmer 10
DE French 72
RL Gamble Jr 31
TA Golden 188
HL Hansen 163
D Martin 228
J Morris 56
TE Nowels 188
LR Parrott 141
AR Pearson 98
GE Rivers 16
HB Strayhorn 99
RE Welsh 52
JE White 49
ON Aker 77
DW Barbee 72
GS Brown 89
P Carattini 60
LG Clayton 19
CE Flannery 57
GA Harshbarger 228
JE Hein 182
LF Holmes 179
WM Hood Jr 129
EK Hubbard 132
CT Johnson 33
ME Larson 72
KH Lee 129
JW McGuire Jr 49
RE McKenzie 2
RD Mundy 89
JB O'Boyle 84
ML Peil 72
RS Peterson 188
JL Romine 126
TA Royal 55
RK Smith 228
GA Waldron 76
DJ Williams 154
JS Williams 188
GU Wilson 141
RA Behrens 99
HE Bennett 49
JP Frawley 85
DJ Freppon 132
MF Graybeal 72
RT Harris 178
MC Harrison 160
KM Hilliard 92
KR Johnson 229
FM Limesand 154
RE Luning 121
CR Moon 104
JJ Petty 137
SC Stone 55
DP Wingerter 132
GL Wolf 188
JK York 102

CLOTH EMBLEM of BRS logo has white letters with red and black border, steam and diesel locomotives and green-over-red searchlight signal. Ideal for hats and jackets!

COASTERS are 3-inch diameter plastic with full-color BRS logo.

BRS MASTER NATIONAL AGREEMENT BOOK contains the basic provisions of national agreements negotiated with U.S. railroads and the BRS. The loose-leaf binder with 2-inch rings makes it easy to update or add additional materials, such as local agreements.

RS&I—HOURS OF SERVICE MANUAL contains vital information that every signalman should know about the federal regulations governing the Rules Standards and Instructions of Signal and Train Control Systems. The Hours of Service Act is included with an explanation and interpretation of the Act as prepared by the FRA. This manual is printed and distributed by the BRS for BRS members.

SIGNAL TRAINING COURSE as developed by Canadian National Ry., is used in signal training programs by many U.S. railroads. This modern premier training manual contains 4 volumes and 31 sections in one 3-inch binder. (copyrighted)

HISTORY OF THE BRS, ***"THE FIRST 75"*** as written by the late A.E. Lyon, who was BRS president 1934-1945. Contains the Brotherhood's history from its formation in 1901 through 1976. BRS members will enjoy reading about their Brotherhood's history and development.

NEW! BELT BUCKLE made of solid brass with BRS logo.

NEW! KEY TAGS made of solid brass with BRS logo and bound leather backing.

LAPEL PIN/TIE TACK has the BRS searchlight signal logo with outline and letters in gold. 5/8" in diameter. Makes an ideal hat pin!

DECALS have the BRS searchlight logo and are available in two diameter sizes - 2" & 4". The 2" decals have a **reflective** image of the BRS searchlight signal and are the perfect size for hard hats. The 4" decals have a **non-reflective** image of the BRS searchlight signal and are the perfect size for windows and bumpers. These pressure-sensitive decals are long-lasting and easy to apply.

GOLF CAPS have the BRS cloth colorlight emblem stitched to the front. Made of medium-weight cotton, they have an adjustable head band and come in three attractive colors.

GOLF SHIRTS are made of a cotton/polyester blend and have the BRS colorlight logo embroidered in red and green. These comfortable shirts have a right hand breast pocket and are available only in white and in men's sizes.

WINDBREAKERS made of light-weight red nylon, have the cloth BRS colorlight emblem, two slash pockets, elastic wrist band and a bottom drawstring.

SPORTS STYLE JACKETS have a medium-weight polyester/cotton blend shell with a nylon lining, elastic wrist and waist bands. Embroidered four-color BRS emblem. Available in light grey only.

Minimum order accepted is $15.00 (U.S. Funds)

Make check or money order payable to:
Brotherhood of Railroad Signalmen

Mail payment and order to:
Brotherhood of Railroad Signalmen
Box U
Mount Prospect, IL 60056-9048

NAME _____

CERTIFICATE NUMBER _____

STREET _____

CITY _____

STATE / ZIP _____

The
Signalman's Store

ORDER FORM

Please send me the following:

Item		Quantity Ordered	Price Each	Total $
Cloth Emblems			$ 1.50	
Coasters			.35	
BRS Master National Agreement (loose-leaf binder)			10.00	
RS&I—Hours of Service Manual			2.50	
Signal Training Course CN Edition — 4 volumes with binder			50.00	
History of the BRS *"The First 75"*			10.00	
Belt Buckle			12.00	
Key Tags			7.00	
Lapel Pin / Tie Tack			4.50	
Ref. Decals	2-inch		.25	
Non-Ref.Decals	4-inch		.20	
Golf Caps	Black		6.00	
	Red		6.00	
	Grey		6.00	
Golf Shirts	Med.		19.00	
	Large		19.00	
	X-Lg.		19.00	
Wind-breakers	Small		20.00	
	Med.		20.00	
	Large		20.00	
	X-Lg.		20.00	
Sports Style Jackets	Med.		45.00	
	Large		45.00	
	X-Lg.		45.00	
	XX-Lg.		45.00	
TOTAL AMOUNT ENCLOSED				

BRS BENEFITS DIRECTORY

Where to file claims for all Travelers Insurance policies except Plan D:

	Residents of:	
The Travelers P.O. Box 2511 Augusta, GA 30903- 2511 1-800-842-5252	Connecticut Delaware Dist. of Columbia Florida Georgia Maine Maryland Massachusetts New Hampshire New Jersey	New York North Carolina Pennsylvania Puerto Rico Rhode Island South Carolina Vermont Virginia West Virginia
The Travelers P.O. Box 1200 Lansing, IL 60438- 0965 1-800-842-5252	Illinois Indiana Iowa Kentucky Michigan Minnesota	North Dakota Ohio South Dakota Tennessee Wisconsin
The Travelers P.O. Box 30985 Salt Lake City, UT 84130-0985 1-800-842-5252	Alaska Arizona California Hawaii Idaho Montana	Nevada Oregon Utah Washington Wyoming
The Travelers P.O. Box 660145 Dallas, TX 75266- 0145 1-800-842-5252	Alabama Arkansas Colorado Kansas Louisiana Mississippi	Missouri Nebraska New Mexico Oklahoma Texas

Where to file claims for Travelers Plan D (Under Policy GA-23111):

	Residents of:	
The Travelers P.O. Box 10066 Augusta, GA 30903- 2511 1-800-833-4455	Alabama Connecticut Delaware Dist. of Col. Florida Georgia Illinois Indiana Kentucky Maine Maryland Massachusetts Michigan Mississippi	NewHampshire New Jersey New York North Carolina Ohio Pennsylvania Puerto Rico Rhode Island South Carolina Tennessee Vermont Virginia West Virginia
The Travelers P.O. Box 30050 Salt Lake City, UT 84130 1-800-833-4455	Alaska Arizona Arkansas California Colorado Hawaii Idaho Iowa Kansas Louisiana Minnesota Missouri Montana	Nebraska Nevada New Mexico North Dakota Oklahoma Oregon South Dakota Texas Utah Washington Wisconsin Wyoming

Travelers Policy GA-23000
Patient Advocate Program:
1-800-842-4555

Travelers Silent Witness Program -
To report suspected billing fraud:
1-800-666-FRAUD

Mental Health and Substance Abuse Benefits

For treatment, claims or inquiries call:

Value Behavioral Health (VBH)
800-934-7245
(800-934-RAIL)

Supplemental Sickness Benefits under Group Policy No. R-5000:

Dental Benefits under Group Policy No. GP-12000:

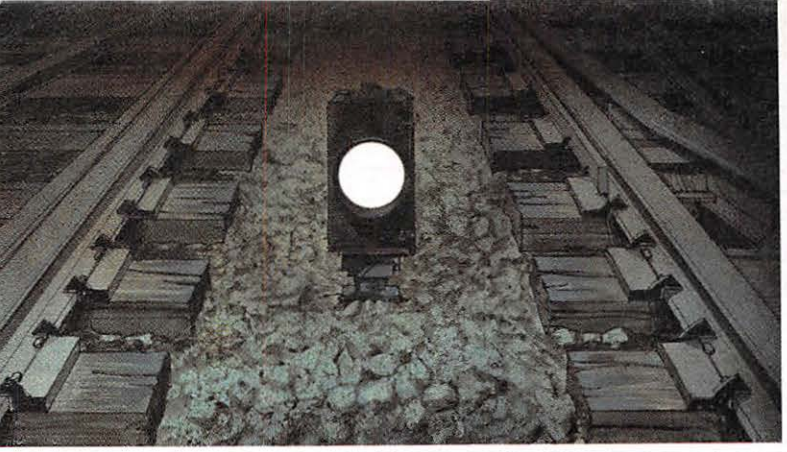
Where to file claims:

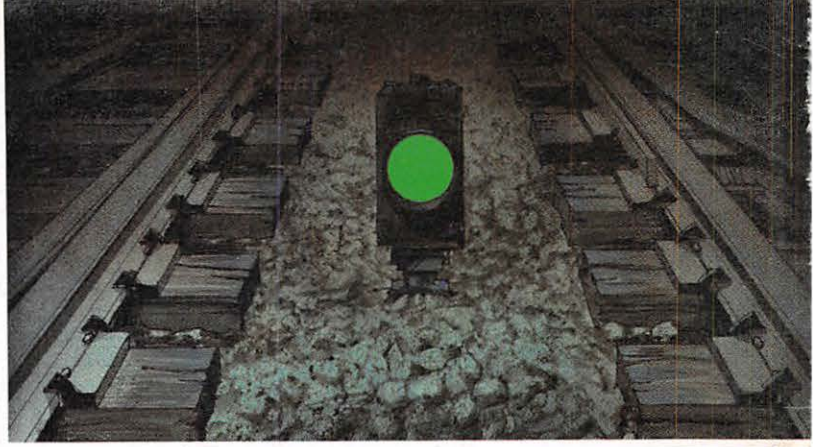
Aetna Life Insurance Company
P.O. Box 120
Grand Rapids, MI 49501-0120
(616) 942-6400

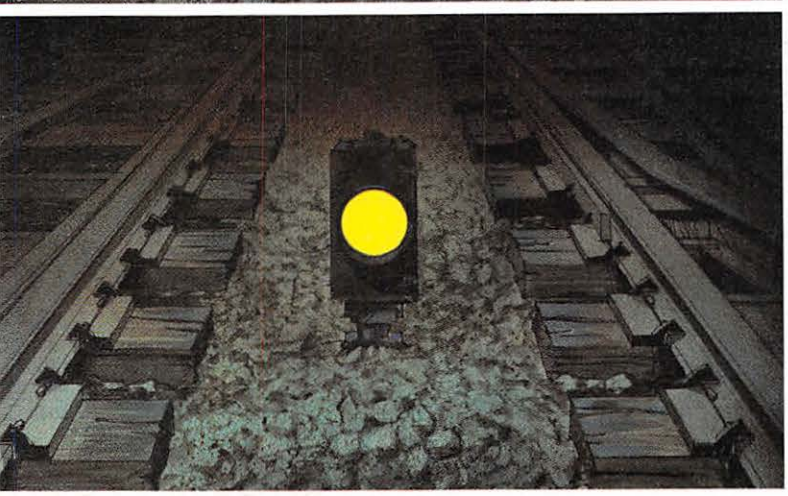
Prescription Drug Benefit:

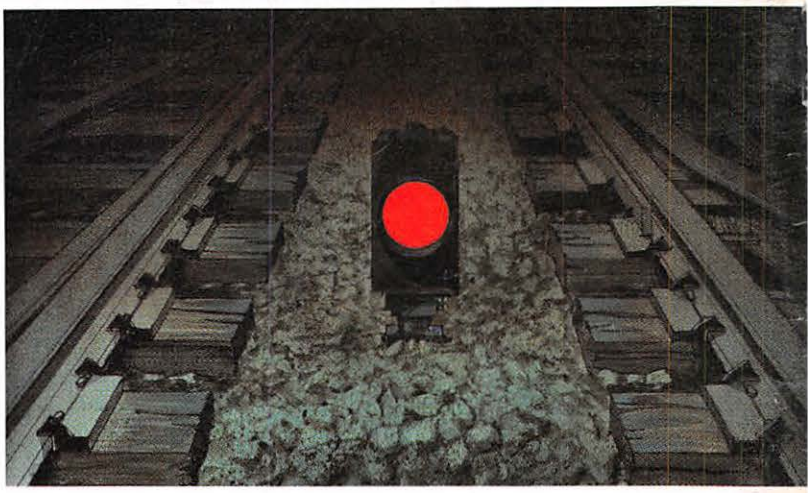
$2.00 co-payment for generic $6.00 co-payment for brand name prescriptions up to 30 days at more than 30,000 participating pharmacies. $5.00 co-payment for mail order prescriptions up to 90 days. Available to members covered under Travelers plans GA-23000, GA-23111 Plan D, and GA-46000.

National Rx
1-800-842-0070







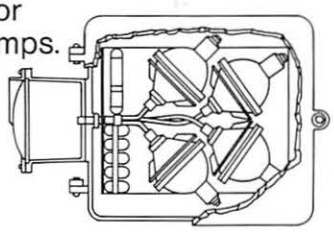


You're looking at a single-lens colorlight signal without a single moving part.

When you need a compact two, three or four-aspect colorlight signal, Unilens® II is your most reliable choice.

Unlike searchlight signals, the compact Unilens II has no relays or other moving parts. Instead, fiber-optic cables carry light from the lamp/filter modules to the output lens. Unilens II uses industry standard 18 or 25 watt S-11 signal lamps.

Unilens II is available in two models—with a conventional 8" diameter lens, or in a dwarf or transit version with a 6" lens. Its lightweight aluminum housing can be attached to a dwarf base for ground applications, or mounted on a mast or bridge. It can be stacked with additional Unilens II and/or CLS 10D signals.



Light transmission from individual lamp/filter modules is carried in a fiber-optic conductor to the common output lens.

Unilens II is part of Safetran's complete line of wayside signals. For product literature, contact: Safetran Systems Corporation, 4650 Main Street N.E., Minneapolis, MN 55421. **(612) 572-0466** FAX: 612-572-2641.

Safetran Systems

Unilens® II. A brilliant new idea.